The Hongkong Telegraph

WEATHER FORECAST
FINE
Barometer 29.82

(ESTABLISHED 1881.)

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June 18, 1914. Temperature 6 a.m. 83, 2 p.m. 85. Humidity „ 79 „ 75

June 18, 1913. Temperature 6 a.m. 80 p. m. 88 Humidity „ 50 „ 38.

2826 號伍十二月五年寅甲 THURSDAY, JUNE 18, 1914. 四拜禮 號八拾月大英港香 SINGLE COPY 10 CENTS $36 PER ANNUM.

TELEGRAMS.

HOME RACING.

HUNT CUP RESULT.

[Reuter's Service To The "Telegraph."]

London. Received June 18.

The race for the Royal Hunt Cup at Ascot (7 furlongs 166 yards) resulted as follows:—

Mr. O. Rayner's Lie Abed (Robertson) .....1.

Sir T. R. Dewar's Braxted (Trigg) .....2.

Mr. Sol Joel's Honeywood (Dick) .....3.

Also ran:—The Curragh (Clark), Bluestone (Donoghue), Jarnac II (Jellis), Drinmore (Bullock), Berrilldon (Fox), Santair (Martin), Prue (Cooper) Aiglon (Foy), Bonbon Rose (Crisp), Outram (R. Stokes), Mohacz (Waggott), Castleton (W. Huxley), Flippant (E. Huxley), Sands of Time (Ledson), Cuthbert (Buckley), Jameson (Spear), Young Pegasus (Prout), Wise Mac (McKenna), Ambassador (Wing), Bugler (Herbert), Hipeastrum (Chaloner), Pitmaston Burns).

The Race.

Won by two lengths; a length and a half separating second and third. Settling down, Jameson led from Sands of Time and Castleton. With half the distance covered the order was:—Jameson, Bugler, Braxted and Ambassador. Close home the winner rushed to the front and won finely. Outram was fourth. The time was 1 min. 39 secs.

The betting was 25 to 1 Lie Abed; 100 to 8 Braxted; 100 to 7 Honeywood. Aiglon was favourite at 8 to 1.

An earlier telegram stated that after the last gallop the night before the race Aldegond went lame and could not compete.

[Lie Abed, a three year old bay colt by Feathered, out of Laila, is trained by East. He was out nine times last year, won two events, was second on four occasions and three times unplaced. His wins were the Golborne Maiden Plate at Haydock (run under his pedigree name of Laila) and the Milverton Mile Nursery at Warwick.

Braxted, a six year old bay horse, is by Forfarshire out of Sillabub. He was out four times last year, winning the Wokingham Stakes at Ascot and also securing a third. Rogers is the trainer.

Honeywood, a three year old bay colt by Polymelus out of Honey Bird, did extremely well last year. Out of twelve appearances he was only twice unplaced. His wins were the Caterham Plate at Epsom, the Breeders' Foal Plate at Nottingham, the Buckenham Stakes at Newmarket and the Boscawen (Post) Stakes, also at Epsom. O. Peck is the trainer.

Last year Long Set won the race and in 1912 Eton Boy was the winner.]

The probable starters and jockeys, with weights, for the Ascot Gold Cup, to be run to-day over a distance of two miles and a half, are:—

Aleppo (Foy)	9st. 4lb.
Junior (W. Huxley)	9st. 4lb.
Lorenzo (Whalley)	9st. 4lb.
Orsonville (Reiff)	9st.
Cantilever (Walter Griggs)	9st.
Bruleur (Stern)	9st.
Rabble (Childs)	9st.
Night Hawk (H. Jones)	9st.
Cincinnatus (Plant)	7st. 7lb.
Willbrook (Donoghue)	7st. 7lb.
Alderman (Prout)	7st. 7lb.

TELEGRAMS.

THE MEXICAN.

MEDIATION DEADLOCK.

[Reuter's Service To "The Telegraph."]

London. Received June 18.

The mediation negotiations between America and Mexico at Niagara are reaching a deadlock and will likely conclude abortively on Friday.

Simultaneously come reports of a serious split between General Carranza and General Villa, the Army being behind the latter.

OIL FOR NAVY.

THE GOVERNMENT DETERMINED.

London. Received June 18.

In the House of Commons, Mr. Churchill moved the authorising of the proposal to take up £2,200,000 worth of shares in the Anglo-Persian Oil Company to secure a large supply of oil-fuel for the Admiralty.

He said the Government were determined to secure the best supplies at a reasonable price. Coal would continue to be the main motive force for the Fleet, but the Government would still purchase oil throughout the world, develop home shale oil, experiment with oil from coal, and support, so far as financially justifiable, the search for oil in the Empire. The Admiralty did not fear an oil famine in war time.

The Government experience of Oil Trusts, said Mr. Churchill, was a long, steady squeeze, doubling the price in a few years. They meant to be in a better position in the future. He concluded that the proposal before them was a good business proposition, yet they must look at the bigger naval aspect.

WEEK-END PARSONS.

Business Men Who Buy Livings.

Scandals connected with the sales of Church livings and the induction of unfit incumbents are set forth in a letter sent to the Press by the "Benefices Act, 1898, Amendment Committee," issued over the signatures, among others, of the Duke of Rutland, Lord Hugh Cecil, and Sir Charles Walpole.

"Sales of advowsons," the letter declares, "are actually in some cases, by evasions of the purpose of law, sales of incumbencies and the cure of souls."

Mr. A. D. Phillips, secretary to the committee, quoted to a representative of the *Mail* the following cases, of which the committee has been informed. "They are taken," he said, "from a huge pile of reports on 'purchase clergymen' who are quite unfit for ministerial responsibilities."

Case A. (a considerable number).—Men who are incompetent owing to great age, physical infirmity, etc., put into a benefice to "keep it warm" for a few years until the person for whom it has been purchased is ready to take possession. This person is sometimes a schoolboy or a man awaiting ordination.

Case B.—Unsatisfactory life, but no one in the parish will take the risk of being involved in legal proceedings. Church empty. Graveyard neglected. No churchwardens.

Case C.—In business all the week as a dentist. Comes late on Saturday night from city and leaves early on Monday. Does no visiting. Pays a local clergyman to take funerals and marriages at half-a-crown each. Bought the living with his wife's money. She assists in the dental department.

Case D.—Constantly under the influence of alcohol. Frequently unable to preach at evensong for that reason.

Case E.—In debt everywhere. Twice made a bankrupt.

Case F.—Is a commercial traveller. Visits parish only for week ends. A keen business man, but has no spiritual interest in the place. His aunt bought the vicarage and gave it to him as a wedding present.

"The remedies proposed are various," continued Mr. Phillips, "and it is a difficult problem. Some of the most faithful laity are patrons of benefices to which they present fit incumbents, but others have no interest in the parish, and do not care a brass farthing whether the cure of souls is in the hands of a scoundrel or a saint."

GOLF ITEMS.

The Price of Golf Balls.

We have received recently a great many letters from golfers of all handicaps protesting against the high price of golf balls, says the Mail. They used to cost two shillings apiece; then, when rubber soared to over twelve shillings a pound, the price was raised to half a crown, and at that figure most of them still remain, though rubber has fallen some 75 per cent.

The truth probably is that, as with a great many other articles of luxury, the price of golf balls is largely determined by the caprice and fetishes of those who use them. A golfer may be perfectly certain that a two-shilling ball flies as far and as straight and stands being 'topped' as equably as a half-crown ball, but when it comes to a test he is disinclined to risk it. His skill at the game requires all the external assistance it can get, so he buys the half-crown ball to be on the safe side and then relieves his feelings by denouncing the manufacturers.

Price of Golf Links.

There is something rather revolting in the description of the proceedings which led to the conversion of that charming wooded retreat, St. George's Hill, Weybridge, into a golf links, says "V. V. V." in the *Sphere*. A new golf links being necessary, everything else follows naturally enough; but what does the Great God Pan think of it, and will no ill luck dog the members' steps?

Look at this: 'The transformation has cost over £20,000, and 400 men, forty horses, four traction engines, and hundreds of pounds of dynamite have taken two years to bring it about. There were 160 acres of hilly ground thickly covered with trees. With traction engines and dynamite 10,000 trees were removed.'

Is there no poet to protest if the ordinary reader does not? Mr. Ralph Hodgson, for example, or the author of 'The Forest Lovers?' Surely one can adore golf too much.

TELEGRAMS.

BAGDAD RAILWAY.

THE NEW AGREEMENT.

[Reuter's Service To "The Telegraph."]

London. Received June 18.

The Anglo-German Agreement regarding the Bagdad Railway deals with navigation on the Tigris, irrigation in Mesopotamia, and spheres of influence on the Bagdad Railway and in the zones of prospective railways.

The Anglo-Turkish negotiations are also approaching completion. The Conventions will provide for the delimitation of the Aden Hinterland (it being understood that there will be no important changes in the boundary) and also the Turko-Persian frontier.

HOME CRICKET.

THE LATEST RESULTS.

London. Received June 18.

Middlesex drew with Lancashire at Lord's (Last year's match was also drawn).

Hampshire beat Kent at Tonbridge by 133 runs. (Last year Kent won by 158 runs).

Warwickshire drew with Yorkshire at Dewsbury. (Last year Yorkshire won by 89 runs).

NATIONALIST VOLUNTEERS.

MR. REDMOND IN CONTROL.

London. Received June 18.

Reluctantly, the Nationalist Volunteer Committee has accepted Mr. Redmond's control through 25 nominees of the Irish Party.

TELEGRAMS.

ANOTHER COLLISION.

N. D. L. LINER STRUCK.

[Reuter's Service To "The Telegraph."]

London. Received June 18.

The liner Kaiser Wilhelm II and the steamer Inchmore collided in a fog at Spithead.

The extent of the damage to the liner is unknown, but she is returning to Southampton.

The Inchmore was badly damaged in the bows.

Later.

The Kaiser Wilhelm II was struck amidships. She took some water aboard. There is no loss of life.

The damage will take some time to repair.

[The Kaiser Wilhelm II is a steel twin-screw steamer of 19,361 tons gross tonnage. She was built in 1902 at the "Vulcan" yards at Stettin for the Norddeutscher Lloyd. Her measurements are:— Length, 684 feet, 3 inches; breadth, 72 feet 3 inches; depth, 40 feet 2 inches.

The Inchmore is a steel screw steamer of 3,060 tons gross. She was built in 1898 by Messrs. Richardson, Duck and Co., at Stockton, for the Rowanmore S.S. Co. (W. Johnstone and Co., Ltd.) and her dimensions are:—Length, 330 feet 9 inches; breadth, 46 feet; depth, 24 feet.]

WHITE WOLF SURROUNDED.

The White Wolf brigands, after being heavily beaten by the troops of Garrison Commander Chao at Ma Ying, made their way into Chin Chou. Though that city fell into their hands, they were so panic stricken that they *dared not even rest* and had to leave after half a day's stay. The brigands first intended to go westward through Chieh Wen to Lung An but were unable to cross the Pai Shui River. Then they changed their plans taking an unguarded route to Ti Tao by the way of Min Chou, their object being to attack the interior of Lan Chau. But on reaching Tao Hsien their advance was checked by the troops of General Ma Anliang and their force was accordingly reduced. In the meantime the troops under General Chao arrived at Ti Tao and were ahead of them. Being prevented from attacking Lao Chou, the brigands had to retreat, but were again beaten with heavy loss by the troops under the command of Chiao Ta-chu at Chang Hsien. Though the White Wolf was still alive yet he could carry out neither of his three plans, viz., to attack Szechuan on the west, Lan Chou on the north and Shensi on the south. He is now just like "a fish at the bottom of a frying pan."

Owing to rainy weather and muddy roads the Government troops are not able to put an end to the White Wolf so quickly as expected. The brigands are now planning to escape northwards to the vicinity of Ching Ning, being unaware that the place is strongly guarded. Their days are evidently limited.

Since the brigands made their way into Shensi and thence to Lan Chou they searched and seized opium everywhere and coerced the opium smokers to join them. When they have looted sufficient booty it was used as a means to induce the poor beggars to join the band. This accounts for the fact that their numbers are not greatly reduced in spite of their heavy losses during their march. But the remaining brigands are composed of the old and weak and are naturally unable to withstand the attack of Government troops, since the fighters are very few in number.

At present the Szechuan troops are advancing towards Chieh Wen, the Shensi troops are strongly fortifying Feng Hsiang, and the Kansu troops are guarding the vicinity of Ho Tao. The trained troops under Garrison Commander Chao are well equipped with arms and ammunition. They are stationed at important points and advance step by step. There is little fear that White Wolf will carry on his brigandage much longer.—*Peking Gazette.*

TELEGRAMS.

EMPRESS DISASTER.

EVIDENCE AT INQUIRY.

[Reuter's Service To The "Telegraph."]

London. Received June 18.

Reuter's correspondent at Quebec states that at the inquiry into the Empress disaster, counsel for the owners of the Storstadt said the mate was in charge of the vessel when the Empress of Ireland was first sighted. He called up the Captain when he ran into the fog, but did not mention sighting the Empress. He called the Captain because he asked to be called if it became foggy.

When the Captain got on deck the vessels were 800 feet apart, and he immediately ordered full speed astern.

The statements of the two Captains seem to imply that each contends that the other changed his course, while each maintains that he did not.

The Empress Blamed.

The mate of the Storstadt testified that his vessel did not change her course after sighting the Empress. The latter was struck because she was crossing the Storstadt's bows.

Cocaine Forfeited.

Inspector Wilder made an application before Mr. Wood at the Police Court, this morning for the forfeiture to the Crown of 576 ounces of cocaine seized on a cargo boat in the harbour on June 9. The drug was concealed in cases of Dutch cheese. The application was granted.

TELEGRAMS.

OBITUARY.

MR. BENNET BURLEIGH.

[Reuter's Service To "The Telegraph."]

London. Received June 18.

The death is announced of Mr. Bennet Burleigh, the famous war correspondent.

[The late Mr. Bennet Burleigh, who was born at Glasgow, had been on the staff of the "Daily Telegraph" since 1882. He had had a most varied career as a war correspondent in all parts of the world, besides which he fought in the American War and was twice sentenced to death. As the Central News correspondent he went through the first Egyptian War, being present at Tel-el-Kebir, the second phase of which he covered for the "Daily Telegraph." His other work for the "Telegraph" included the accompanying of the desert column from Korti to Metammah in 1884, the Ashanti Expedition, the Spanish Riff Campaign, Melila; the Greek War; Atbara Expedition; Egyptian War (being present at Omdurman); South African War; Somaliland War; Russo-Japanese War; and the Tripoli Italian Campaign. His publications included "Two Campaigns," "Empire of the East," etc.]

CONDITION OF THE PANAMA CANAL.

Dr. Vaughan Cornish, who visited the Panama Canal works in January and February, in order to form an independent opinion as to the probable date at which the navigation of the canal will be practicable, and as to the prospects of its ultimately being a safe and satisfactory waterway, lectured upon the condition and prospects of the canal, before the members of the Royal Geographical Society recently. Dr. Cornish expressed the opinion that, owing to its natural formation, the canal would ultimately become a satisfactory waterway. The slight earthquakes which had occurred frequently during the past few years had done no damage to the canal works, which were not likely to be seriously injured by mere shaking. Balboa, the new port at the Pacific entrance to the canal, was being provided with a dry dock 1,000 ft. long, and equipped as an advanced naval base. It was ideally situated for assisting the work entailed upon the United States Navy by the Monroe doctrine, and would, also serve the more pressing purpose of linking up the naval station of Honolulu with the Atlantic ports on which the United States Navy was based. The naval position of the United States in the Pacific, Dr. Cornish added, depended mainly on the ability to maintain and reinforce a fleet at Honolulu. At present the sea distance of that station from New York was 13,300 miles, whereas the distance of Honolulu from Balboa was only 4,700 miles.

Dynamite Possession.

This morning at the Police Court before Mr. J. R. Wood Inspector Gerrard prosecuted a Chinese for being in unlawful possession of twenty pounds of dynamite and with failing to label the same in English and Chinese as dynamite. For being in unlawful possession of the explosive he was fined $50 and for failing to label the same he was fined $25.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

Mr. Bennet Burleigh, the famous war correspondent, is dead.

Latest Home cricket results are given to-day.

Some particulars of the inquiry into the Empress disaster are given to-day.

The probable starters, jockeys and weights for the Ascot Gold Cup are given to-day.

Lie Abed won the Royal Hunt Cup; the race is described elsewhere.

The mate of the Storstadt says the Empress of Ireland was struck because she was crossing the Storstadt's bows.

The Mexican Peace negotiations have reached a deadlock and it is expected that they will conclude abortively on Friday.

The main features of the Anglo-German agreement regarding the Bagdad Railway are given in a telegram.

The N.D.L. liner Kaiser Wilhelm II and the steamer Inchmore collided during a fog off Spithead; no lives were lost.

The captains of the Empress of Ireland and of the Storstadt each contend that the other changed his course; but both deny it.

The Nationalist Volunteer Committee has reluctantly accepted Mr. Redmond's control through 25 nominees of the Irish Party.

In moving the authorising of the purchase of Anglo-Persian Oil shares Mr. Churchill referred to the Government's plans for securing oil-fuel.

NEWS.

A meeting of the Legislative Council was held this afternoon.

Commercial news appears on page 9 of this issue.

There were no cases at the June criminal sessions this morning.

For leaving his employ without notice a cook was fined $15 this morning.

A water polo match at the V. R. C. last evening was won by the V.R.C. "A" team.

General news appears on page 3 to-day, log book on page 6 and "Our contemporaries" on page 2.

DON'T FORGET.

TO-DAY.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.

TO-MORROW.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
H.K. Association Football League Annual Meeting—5.30 p.m.

Monday, June 22.

Sale of Furniture, porcelain etc., by G. P. Lammert at No. 16, Humphreys Buildings—2.30 p.m.

Tuesday June 23.

Hongkong Ice Co., Ltd. Extraordinary General Meeting—11 a.m.

Sale of Furniture, porcelain etc., by G. P. Lammert at No. 16, Humphreys Buildings—2.30 p.m.

Saturday June 27.

Musical and Dramatic Entertainment, Peak Club.

Tuesday June 30.

Hongkong Fire Insurance Co., Ltd., Extraordinary General Meeting.—11 a.m.

Wednesday July 1.

Entries close for Third Gymkhana.

Saturday July 11.

Third Gymkhana Meeting.

Monday July 13.

H.K. University Matriculation Examination.

Notices.

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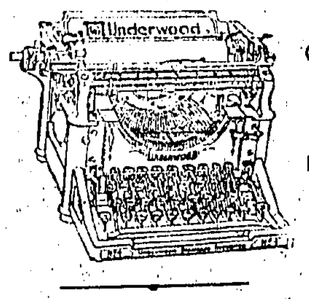

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The Wild and Cultivated Cotton Plants of the World, by Sir George Watt. 1907. Illus.	6.50
The Heritage of Dress. Being notes on History and Evolution of Clothes, by W. M. Webb. 1912. Illus.	4.00
The Creevey Papers. A selection from the Correspondence and Diaries of Thomas Creevey, M.P. Born 1768. Died 1838. Illus. 1910	3.50
The History of the British Post Office, by J. C. Hemmeon. 1912	2.50
The Toll of the Arctic Seas, by D. M. Edwards, Illus. 1910	4.75
An Olive Branch in Ireland and its History, by Wm. O'Brien, M.P. 1910	5.00

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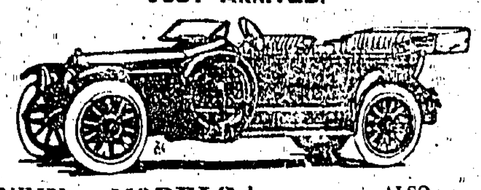

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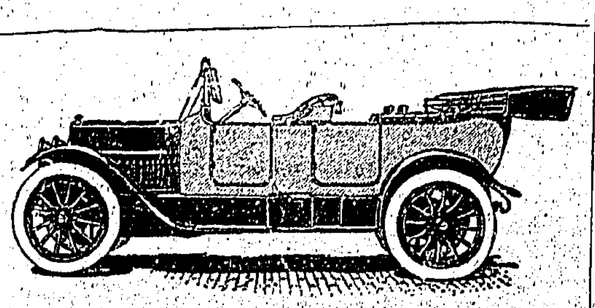

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Daily Press.

Foreign Capital in China.

We have seen no official confirmation of the statement that the Chinese Government is now prepared to allow capital to be invested under British supervision and control in developing the mineral resources of China, but we do not see how this could be denied to British or any other capitalists in view of the precedent created by the Standard Oil Concession. We observe that Sir Robert Bredon, in a speech in London last month, announced himself as a believer in the fact that the condition of affairs in China is making for the employment of foreign capital. "One important object of my propaganda here," he added, "is to stimulate the investing of British money in China. If, as Mr. Pritchard Morgan says, China is prepared to allow British capital to be invested under British supervision and control in developing the resources of the country, and the British Government sees no objection to such course being taken, we can look forward to an era of great mining activity in China in the near future, for there are other concessions besides those of the Eastern Pioneer Co., Ltd., which have been awaiting the education of the Chinese Government and people up to the point which is now declared to have been reached, and is indeed established, by the Standard Oil Concession Agreement.

South China Morning Post.

Uplifting Education.

China, with astounding sense, has realized that the mental horizon of even those of her sons who have been educated abroad is but narrow and their administrative ability practically nil, and, now that the first blush of pride in a "foreign education" has faded, has come to realise that the Young China from whom so much was expected has proved a colossal failure, and that the methods of former days, although adapted to suit modern requirements, are more suited to the necessities of to-day. A survey of the accomplishments of the average Chinese youth in the colony but emphasises the fact that the education they have acquired is but superficial. How few amongst the present generation can be said to be successful from any point of view, and although one may be entirely in sympathy with the effort which is being increasingly made to educate those who sit in darkness, actual results must convince all but those who will not see that education of the superficial brand that is within reach of the average Chinese is not an unmixed blessing.

China Mail.

British Civil Service.

Quite a lot has been heard of late of the work of the Royal Commission appointed to consider the vast organization known as the Civil Service, which annually costs Great Britain £57,000,000. No one will deny that on the whole, the Service has done its work efficiently, but, notwithstanding that, it is of great interest to know the result of the Commission's overhauling. The report, we now learn, speaks of the Service as "A competent, zealous, and upright body of public officers," so, it appears that no very serious abuses have been discovered in the inquiry, which has lasted for more than two years. The present report deals only with part of the subject—namely, the general Civil Service, which includes eighty departments and some 60,000 persons, says the *Times*. The diplomatic and consular services and the legal department, which are named in the terms of reference, will be the subject of subsequent inquiries. The Post Office and the English Public Record Office are also excluded from this report, having been relegated to special committees; and manual workers in the service of the Government do not come within the purview of the Commission.

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GENERAL NEWS.

Proposed Revision of Chinese Customs Tariff.

Some modification is said to have been made in a tangible shape at the Cabinet council held recently on Japan's attitude by the Yamamoto Ministry. An official answer to China's overture may be transmitted to Mr. Obata, Japanese *Charge d'Affaires* at Peking, by the middle of July after passing through the Privy Council.—*Manchuria Daily News.*

To Represent Japan.

The squadron which will represent Japan at the opening of the Panama Canal will consist of the armoured cruiser Ibuki and the cruiser Chikuma. It will sail to the East coast of America, via Cape Horn, leaving Yokosuka early in October. A rear admiral will be in command.

Wreck of Japanese Steamer.

The steamer Taiun Maru, 1,053 tons, owned by the Hayashi Shipping Department of Osaka, on her way to Japan from the South Seas, was caught in the typhoon on the night of the 2nd instant. She was driven ashore on the southern part of the Luchus and wrecked. Of the crew 21 were saved, but the captain and five others were drowned. The steamer was built at the Osaka Iron Works in 1911.—*Japan Chronicle.*

Hindered by "White Wolf."

Mrs. Mary Gaunt, Author of "Alone in Africa", who left Paotingfu some weeks ago with the intention of crossing overland to Turkestan, had to abandon her trip when she got to the Yellow River, owing to the fact that White Wolf's activities had rendered travelling unsafe, if not actually impossible by the route she intended to follow. Mrs. Gaunt will probably spend the summer travelling in Manchuria and Siberia, and return to England in the early autumn, says the *Peking Gazette.*

Ship on Fire at Osaka.

On June 5 fire broke out on board the steamer "Taiyo Maru," 662 tons, owned by the Amagasaki Kisen Kaisha, just as she was about to sail from Osaka for Korea. Part of the cargo consisted of kerosene, which caught fire, and soon the ship was in serious difficulties. The water police and harbour authorities promptly came to the assistance of the crew to extinguish the fire. The destroyer "Minatsuki," which happened to be in the harbour, sent a party of bluejackets to assist in the work of combatting the flames. Despite the efforts of these combined forces, however, the whole of the cargo was destroyed. The loss of cargo is estimated at Yen 40,000. *Japan Chronicle.*

Five Hundred Miles an Hour.

A Cape Town correspondent of a London paper states that Mr. Esson, a partner in the firm of Rodway and Esson, Limited, of Birmingham, who is resident there for reasons of health, has designed a train equipped with propellers and an aeroplane device, and driven by electricity. He claims that the train is capable of attaining a speed of 500 miles an hour with ease and safety, and he will shortly give demonstrations with a working model.

Paris Theatre Receipts.

The receipts for the theatres and music halls of Paris for the year 1913 have just been published. These statements are required by law, in view of the Poor Relief Tax levied on these earnings. The figures have never been as high as they are for last year. Nearly £2,750,000; they exceed by £120,000 the "record" established in 1912 and by £400,000 the returns for 1911. This latter year was the first time that the £2,320,000 earned in the Exhibition year of 1900 had been exceeded. The increase is due principally to the takings of cinematograph shows. These establishments in 1913 earned £340,000, as compared with £270,000 the year before.

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MOUTRIE'S.

FIFTY YEARS IN CHINA.

A Veteran's Holiday.

Mr. H. R. Kinnear left Shanghai on June 13 for England by the C.P.S. Empress of Asia, to enjoy a well-deserved retirement after nearly fifty years of life in China. He carries with him, says the *North China Daily News*, the good wishes of a very wide circle of friends who have been privileged to know him in private and business life, and will have the satisfaction of knowing that he will be remembered with warm feelings of personal friendship, and that he leaves behind him keen appreciation of the ability and success which have marked his long and arduous business career in the East.

Mr. Kinnear, who is Canadian born, came to China in 1865 taking up a position in the firm of Westall and Galton, at Foochow, which was a very much more important place than it is now. There he remained for seventeen years. In 1882 he came to Shanghai and joined the firm of Gibb, Livingston & Co., and from that time until the present his business interests have centred in Shanghai.

During this long period, Mr. Kinnear has seen striking developments, and has assisted in them to no small extent. With Mr. Jenner Hogg, he took a leading part in the formation of the Shanghai Land Investment Co. The company was incorporated in December 1888, and, of the seven subscribers who signed the articles of association, Mr. Kinnear and Mr. Jenner Hogg are the only two remaining closely associated with the company.

The success and development of the undertaking was strikingly shown in some statistics quoted by Mr. Jenner Hogg at the last annual meeting of the company, held about two months ago—its twenty-fifth meeting. During twenty-five years of business, the capital of the company has increased from Tls. 600,000, the gross rentals from Tls. 28,275 to Tls. 636,690, working account from Tls. 7,000 to Tls. 440,000, and the value of the estate from Tls. 855,143 to Tls. 7,838,209.

Mr. Kinnear's business activities were many and varied. He has rendered excellent service as director on the board of the Ewo Cotton Mill, the Shanghai and Hongkong Wharf Co., the Standard Life Insurance Co., and the Shanghai Waterworks Co. He was also an active member of the China Association. Though at no time aspiring to what may be called prominence in public affairs, Mr. Kinnear was always keenly alive to the best interests of the community, and his advice has been invaluable on many occasions.

He became a member of the Municipal Council in 1899, and served again from 1901-1903, being Chairman in 1902 and presiding at the annual meeting. For many years he was a valued member of the Shanghai Chamber of Commerce Committee, and was twice elected to the chair.

With so many practical interests to attend to, Mr. Kinnear naturally has not found much time to devote to sport, but in the early days he was an enthusiast in the hunting field, and was much interested in rowing and racing.

In deference to Mr. Kinnear's wishes, no formal presentation has been made by the members of his firm on the occasion of his departure, but he was entertained a few nights ago at a farewell dinner, and then received the congratulations and best wishes of his friends. A portrait of him, painted by Mrs. Ronald Macleod, will in future adorn the Board Room of the Shanghai Land Investment Co.

Though he will take no further part in business, Mr. Kinnear will not entirely sever his connexion with Shanghai, and, possibly, will still be associated with the firm which he has served so faithfully and well. His departure is much regretted by many intimate friends, but there is the satisfaction of knowing that he is not leaving because of ill-health. Everybody hopes that he will enjoy many and pleasant years of retirement.

POLICE DOGS.

The Advantages of the Airedale.

Major E. H. Richardson, the well-known authority on war and police dogs, delivered a lecture to the Chief Constables' Association at Grimsby recently. Having stated the chief arguments for the use of two sorts of dogs for police purposes—viz., the night patrol dog and the criminal tracking dog,—Major Richardson said that after experimenting with a number of breeds, he had found that the best dogs were among Airedales. Collies were inclined to be cowardly in the face of attack, and retrievers were sometimes uncertain in temper. Airedales were of the suspicious nature required in the police dog; they were very intelligent and also very hardy, an important point when they had to be out in all weathers. He had had Airedales working in the police and military service in different parts of the world, from the tropics to the extreme north, and in every climate they showed a remarkable adaptability. The duties of the night patrol dog were (1) to go out ahead of the policeman as a scout, (2) to scout out and give warning of any suspicious person who might be lying hidden in the gardens, lanes, parks, &c., and (3) to protect the policeman from attack. For the proper working of the dog, much depended on the constable who took it out. The dogs after a time would recognise all constables in uniform, and they should work for any constable they might be sent out with.

As to the manner of using the dog, Major Richardson said that the animal must never feel that it was beyond the immediate influence of the policemen. Passing to the second division of the police dog, those used for tracing the criminal after he had actually escaped, Major Richardson said that usually this work was associated with bloodhounds, but he had found that Airedales had excellent scenting powers and could be trained to be very efficient cold trackers; in fact he considered that an Airedale which had proved itself efficient in this respect was superior to the bloodhound, as it was much more intelligent and quicker to respond to instructive commands when the trail was broken and difficult. Airedales were also much cheaper.

The Association decided to ask all police authorities within its area to take up the question of training dogs for police work.

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TO LET.—Four roomed house in Salisbury Avenue, Kowloon. Cheap rental. Shop with Godown attached, Nathan Rd., Kowloon. Kowloon Marine Lot No. 48 with Wharf.

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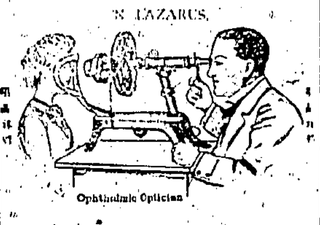

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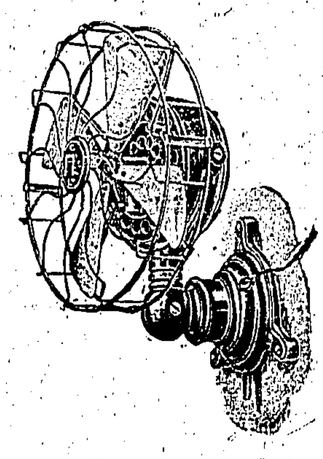

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"HONGKONG TELEGRAPH."

BIRTHS.

HOWARD.—On the 18th June, at "Devonia" 9 Peak Road to Mr. and Mrs. E. Howard, a son.

WILLIAMS.—At Richmond House, Barker Road, Hongkong, 17th June, 1914, to Mr. and Mrs. E. A. M. Williams, a daughter.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

本報宗旨言論正大採訪要聞事關眞確毫無偏袒

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The Hongkong Telegraph.

HONGKONG, THURSDAY, JUNE 18, 1914.

THE POLO INTERNATIONAL.

The result of the Polo International is most satisfactory to England and it is as surprising as it is pleasing. Very little faith was reposed in the team, which was regarded, when it left England, as something of a forlorn hope. It had been defeated in a trial game, and neither the form of the men nor the speed of the ponies was regarded as good enough for the task facing it. The *Times*, indeed, was unkind enough to suggest that the team should stay at home and the attempt be abandoned even at the eleventh hour. As has happened before in sport, the team which was viewed with popular disfavour has confounded its critics and, perhaps, surprised itself by winning the rubber in two straight games. The first was won by the handsome margin of eight and a half goals to three and the second by four goals to two and three-quarters.

These are handsome enough victories to satisfy the most exacting and prove that the team was a deal better than had been supposed. Something of this kind has happened many times before, in big games, and will continue to happen where the personal element counts for so much. It is often the case that a team in which little confidence is reposed rises right above itself in important games simply because the men play the more desperately that they have had it impressed upon them that they are an inferior set. In such a case a team often finds itself surprising and overplaying its opponents, who become demoralised. Something like this appears to have happened in the first game, according to Reuter's account, for the Americans frequently over-rode the ball, missed easy strokes, and are described as having been completely demoralised in the early stages of the game. It will probably be found that the gods fought for England that day and provided for them a little helpful luck because the team which had been frowned upon was playing a heroic part.

The second game was more narrowly contested and more fiercely fought out, and the visitors won with very little to spare. But the main thing is that they did win the game and the rubber. So the championship crosses the Atlantic and the next struggle will be in England. It may be that the American team was not quite so good as that of a year ago, but the same was said of the winners. The surprising thing is that the English ponies, against all prophecies on both sides of the Atlantic, proved the faster, at least in the first game. What probably turned the scale in favour of the visitors, however, was a spice of luck. It was admitted that the team of last year was not unduly favoured by fortune, especially in the second game where very little would have made a third game necessary. But whether luck played a part or not, there has apparently been daring and gallant play on both sides, and the losers would be the first to congratulate. It is good that the honours should go round, if only in order that there shall be a continuance of those friendly and manly struggles which tighten the bonds between nations. That is the higher purpose of international sport.

Word of Warning.

We have remarked before now in these columns the fact that the Indian drivers of military carriages in Kowloon are not always careful of what may be called the rules of the road. More than once we have seen a string of waggons standing hard against the sidewalk in Salisbury Road with part of the vehicle overhanging and completely blocking it. Now comes another complaint. This morning, we are told, the driver of one of these carriages nearly caused a rickshaw mishap. He drove very carelessly, his head turned over his shoulder, and his mules took advantage of this to swerve across the road. Salisbury Road is in a state of repair, and two rickshas which were passing the carts, on the proper side, had to be run dangerously up on a heap of stones at considerable risk of overturning. Some of these Indians want a word of warning against careless driving.

Bennet Burleigh Dead.

The death of Bennet Burleigh removes a war correspondent whose name will be remembered for many years to come. He packed more adventure into his life than half a dozen other men who seek adventure. He fought in the American Civil War and was twice sentenced to death. Yet he lived to become the most famous war correspondent of modern times. He was present at Tel-el-Kebir, Abu Klea, and Omdurman, so that he saw all there was to see of the various Egyptian campaigns. He went through the South-African war and the Russo-Japanese war, to say nothing of any number of minor campaigns, including the Ashanti Expedition. Since 1882 he has been loyal to the *Daily Telegraph*, which never did a better stroke of business than when it secured him. He had not the picturesque pen of the late G. W. Steevens, but he could describe a battle with knowledge and verve and make the incidents live for his reader. The place of such a giant will be hard to fill.

County Cricket.

We remarked the other day that the Cricket Championship this year is most likely to wear a very open aspect. Two results to hand to-day bear out that view. Kent, the Champion County, has gone down very substantially to Hampshire, while Yorkshire could only secure one point in the contest with Warwickshire. The success of the Hampshire XI is a good stroke of business for the "Hogs," especially since it was secured on Kentish territory. The team has been doing remarkably well so far this season, the only defeat sustained being at the hands of Middlesex some three weeks ago. On the other hand, Yorkshire and Kent are doing none too well for them, and though it is early yet to look about for this season's champions, the Hampshiremen certainly have much in their favour. They have never yet won the Championship, but if present form is maintained they should at any rate get pretty near it.

Not Quite the Truth.

The Home Rule question is again to the fore, the last act in the drama having been reached. Occasion may be taken to point out another little "terminological inexactitude" which can be laid at the door of one of the Ministers of the Crown—Lord Crewe. Replying to a question by Lord Milner in the House of Lords, he stated that "there had been communications with Sir Edward Carson during the holidays." Sir Edward, on being interviewed, however, declared that the only communication he had received was a letter from Mr. Asquith, before Whitsuntide, asking him to supply a map showing the positions of the different parties in Ulster. In other words, there have not been communications—only one communication; and even that was sent before, and not during, the holidays. But we are getting quite accustomed to these little lapses by the present Ministry nowadays.

DAY BY DAY.

WHAT, INDEED, DOES THE WORD "CHEERFULNESS" IMPLY? IT MEANS A CONTENTED SPIRIT; IT MEANS A PURE HEART; IT MEANS A KIND AND LOVING DISPOSITION; IT MEANS HUMILITY AND CHARITY; IT MEANS A GENEROUS APPRECIATION OF OTHERS AND A MODEST OPINION OF SELF.
Thackeray.

The Weather.

Lower level 8 a.m. Temp 84; showery.
At the Peak 8 a.m. Temp 75; slight rain.

The Mails.

Siberian Mail.—Closed per s.s. Luchow to-day at 3 p.m.
Australian Mail.—Closes per s.s. St. Albans to-morrow at 10 a.m.
Canadian and Siberian Mails.—Due per s.s. Empress of Japan to-morrow at 7 a.m.

Hongkong Association Football League.

The sixth annual general meeting of the above League will be held at the Victoria Recreation Club to-morrow at 5.30 p.m. sharp. The business of the meeting is the passing of accounts and election of office bearers for the ensuing year.

To Consignees.

Consignees of cargo by the s.s. Mongolia are reminded that goods remaining undelivered after to-morrow will be subject to rent.

Purse Found.

The police intimate that Colonel Irwin has reported to them that whilst walking on Black's Links, he found a purse containing a fair sum of money.

Weekly Telegraph Photograph.

The photograph attached to this week's *Telegraph Mail Supplement* will show His Excellency, The Governor, in his chair, on his way to the King's Birthday Parade, on June 3.

In an Opium Divan.

Det. Sergt. Clarke charged eleven men this morning at the Police Court with being in an opium divan in Upper Lascar Row. The keeper of the house was fined fifty dollars and the rest $2 each.

Specie for Canton.

No little excitement was caused on the wharf last night when a European Police Sergeant and ten Indian constables were seen to board the s.s. Kinshan as she was about to commence her journey to Canton. The guard, for such it was, had charge of some specie which was being taken to Canton by the steamer.

CORRESPONDENCE.

The opinions expressed by the Correspondents are not necessarily those of the "Hongkong Telegraph."]

THE MILITANTS.

[To the Editor of the *Hongkong Telegraph*]

Sir,—It has been pointed out to me that in my letter of the 15th inst. I have perhaps exaggerated a little. So would you kindly allow me to alter the sentence: "The majority of men in the East apparently look upon it as one of the necessities and conveniences" to "The vast majority of men look upon it as one of the necessities of our present civilisation." This is I feel certain no exaggeration.

I regret that my promise not to further burden your pages with my "vapid verbiage" disables me from answering "Millie," especially so as her letter, though a little unkind, shows distinct promise, and a little knowledge on the subject, together with a short course in Logic, would probably turn her into quite a capable Militant.

In tearful anticipation of my further chastisement,—I remain your trembling, lest he again be Militanted,

HERETIC.

Hongkong, June 17, 1914.

LEGISLATIVE COUNCIL.

Hon. Mr. Pollock's Questions on the Station Delay.

A meeting of the Legislative Council was held this afternoon in the Council Chamber.

There were present:—H. E. the Governor, Sir Henry May, K.C.M.G.
His Excellency Major General F. H. Kelly, C.B.
The Hon. Colonial Secretary, Mr. C. Severn.
The Hon. Secretary for Chinese Affairs, Mr. E. R. Hallifax.
The Hon. Attorney General, Mr. J. H. Kemp.
The Hon. Colonial Treasurer, Mr. E. D. C. Wolfe.
The Hon. Director of Public Works, Mr A. F. Churchill.
The Hon. Capt. Supt. of Police, Mr. C. McIlvaine Messer.
The Hon. Mr. D. Landale.
The Hon. Mr. H. E. Pollock, K. C.
The Hon. Mr. Wei Yuk, C.M.G.
Hon. Mr. E. A. Hewett, C.M.G.
The Hon. Mr. E. Shellim.
The Hon. Mr. Lau Chu-pak.
Mr. M. J. Breen, Clerk of the Councils.

Finance.

The following recommendations were referred to the Finance Committee, on the motion of the Hon. Colonial Secretary seconded by the Hon. Colonial Treasurer.—

A sum of One thousand one hundred Dollars ($1,100) in aid of the vote Royal Observatory, Special Expenditure, New Instruments.

A sum of Eight hundred and fifty Dollars ($850) in aid of the vote Public Works, Recurrent, New Territories, Buildings, Maintenance of Buildings,—Islands in Southern District.

A sum of One hundred Dollars ($100) in aid of the vote Judicial and Legal Departments, E.—Office of Crown Solicitor and Land Registry, Other Charges, Crown Solicitor, Incidental Expenses.

A sum of Five hundred and twenty-eight Dollars ($528) in aid of the vote Public Works, Extraordinary, Kowloon, Miscellaneous, Miscellaneous Works.

A sum of Three thousand five hundred and forty-five Dollars and forty-five cents ($3,545.45), the equivalent of £325, in aid of the vote Public Works, Extraordinary, Hongkong, Buildings, New Law Courts,—Balance of Commission to the Consulting Architects for professional services in connection with the erection.

A sum of One hundred and eighty Dollars ($180) in aid of the vote Miscellaneous Services, Compensation to Captain and Officers of s.s. Tai On, for the loss of personal effects.

The Hon. Colonial Secretary explained that this was compensation to the carpenter of the Tai On who lost all his personal belongings and all his tools. The account had been sent in and had been very carefully scrutinised and it was felt that this sum would make him adequate recompense for his loss.

Questions.

The Hon. Mr. H.E. Pollock, K.C. asked: 1. When was the contract entered into for the erection of the Kowloon Railway Station, and what was the contract-price, and what is the contract-date fixed for completion? What is the cause of the delay in the erection of the Station? Will the Government lay a progress Report upon the Table at the next Meeting of Council, and thereafter at intervals of six months?

The Hon. Colonial Secretary replied:—

1. The foundations for the Railway Terminus at Kowloon were carried out departmentally at piece work rates. They were begun in May 1913 and completed in February 1914. They cost $34,651. There was no delay in the work.

The contract for the superstructure of the Kowloon Railway Station was entered into on the 26th February, 1914. The contract was to commence on the 1st March, 1914, and the date fixed for completion is the 1st March, 1916. The contract is a piece work one, and is estimated to involve an expenditure of $173,847. The steelwork for the building has been obtained from England under a separate contract involving an expenditure of about $10,000. There has been no delay in starting the work. The platforms are being carried out departmentally at piece work rates. They are estimated to cost $30,058. The cost of the work to date is $17,048. Progress reports will be laid on the table as desired by the Honourable Member.

The Hon. H. E. Pollock K.C. asked: 2. What amount has the Government expended in the erection of bathing-sheds and in the provision of bathing-facilities at West Point?

The Hon. Colonial Secretary replied:—

The amount expended is $900

Wild Birds Bill.

The Hon. Attorney General moved the "First reading of the Bill entitled An Ordinance to make provision for the protection of certain Wild Birds and Game.

The Hon. Colonial Secretary seconded.

The Objects and Reasons of the Bill are stated as follow:—

The main object of the Bill is the protection of non-edible wild birds throughout the year and the prohibition of the export of the plumage and skins of such birds, and the protection of certain edible birds during the breeding season.

As it seemed desirable that all matters relating to wild birds and game should be dealt with in one Ordinance, it is proposed to repeal the Wild Birds and Game Preservation Ordinance, 1885, the provisions of which, with unimportant alterations, are incorporated in the Bill.

The general scheme of the Bill is to divide wild birds into three classes. The first class consists of birds which may be shot and taken at any time by any one who holds a licence from the Captain Superintendent of Police; these birds are snipe, woodcock, geese and swans. The second class consists of birds which may, under licence, be shot or taken at any time except during the close season prescribed by the Bill; these birds are pheasants, partridges, plover, quail, wild duck, widgeon, teal, and pigeons of the scale back or large grey variety. The third class consists of all wild birds other than those mentioned above; these may not be shot or taken at any time. The nests and eggs of the birds in the third class are protected throughout the year, and the nests and eggs of the birds in the second class are protected during the close season.

The provisions of the Bill relating to "game", which is defined as meaning every description of deer, hare and rabbit, are practically the same as those of the existing Ordinance, except that the close season is now made to extend from the 1st February to the 15th October.

The main provisions which will be new law in the Colony are contained in clauses 4, 6 and 7 of the Bill.

Clause 4 makes it an offence to kill, wound or take any bird included in Schedule A, which is the class of birds protected throughout the whole year. It also makes it an offence to take or injure any nest or egg of any such bird, or to offer for sale or have in possession any part of any such bird or the nest or eggs of any such bird, or to export the skin, plumage, nest or eggs of any such bird. The offences of offering for sale, having in possession, and exporting, will however apply only to birds, nests or eggs taken in the Colony after the commencement of the Ordinance.

Clause 6 makes it an offence to kill, wound or take, or to attempt to kill, wound or take during the close season any bird specified in Schedule B, which is the class of birds protected during the breeding season. It also makes it an offence to take or injure the nests or eggs of such birds, or to have in possession, or to offer for sale, or purchase, or export any such bird, or any part of any such bird, or the nest or eggs of any such bird. The offences of having in possession, offering for sale, purchasing and exporting, are confined to the case of birds, nests or eggs taken in the Colony during the close season.

The close season has been altered so as to extend from the 1st February to the 15th October as it appears that the shorter period fixed under the existing Ordinance is not long enough to include the whole of the breeding season of all the birds which it is desired to protect.

Clause 7 provides that where any person is proceeded against for offering for sale or having in possession or exporting any bird, nest or eggs, the onus of proof that the bird, nest or eggs were taken without the Colony or before the commencement of the Ordinance or otherwise than during the close season, as the case may be, shall be on the defendant.

The penalty for offences against the Ordinance, and for breaches of the conditions of the licence, has been fixed at $50.

It is also provided that any bird, nest or eggs in respect of which a conviction takes place shall be forfeited.

Power is given to the Governor-in-Council to amend the Schedules in any way, and to alter the close season.

WHITE GLOVES.

No Cases at the Criminal Sessions.

This morning the June criminal sessions opened and jurors who had been called upon to attend were glad to learn that they had no duties to perform. There was a blank calendar, an occurrence which has not happened for seven years.

When the Acting Chief Justice, Mr. Justice Gompertz, took his seat on the bench, the Crown Solicitor, Mr. P. M. Hodgson, said:—

I have pleasure in informing your Lordship that there are no cases down for trial and a blank calendar. The last maiden sessions were on February 7, 1907, and I believe this is the ninth occurrence in the last forty years. According to the usual custom I ask the registrar to present your Lordship with a pair of white gloves.

Mr. Wakeman, Registrar:—In accordance with the old custom of the English courts I have great pleasure in presenting you on this occasion with a pair of white gloves. I hope it will occur in the courts of Hongkong on many similar occasions in the near future.

The Chief Justice:—It is a very gratifying occasion and I am sure the police and officers of the court are much to be congratulated on the decrease of serious crime.

The jurors in waiting were then discharged.

LEFT WITHOUT NOTICE.

Cook Fined for Leaving His Employ.

At the Police Court this morning before Mr. C. D. Melbourne, Dr. Saunders of the Matilda Hospital charged his former cook with leaving his employ without giving notice.

The case for the prosecution was that the defendant was given a week's leave on April 10, but did not return to his duties at the expiration of that time. He was found this morning and arrested by the police on board the s.s. Sui An.

The magistrate ordered the defendant to pay $15 or go to prison for one month.

BOWLING.

Police Teams' Close Game.

Last evening at the Police Recreation Club a bowling match was played for the Police Club Shield, between Inspector Fenton's team and that of Inspector Gordon, the latter winning by two points. Fenton's team was leading up to the last head, when a shower of rain stopped play for the time being. On the resumption, however, Gordon's team went ahead and secured the verdict.

The scores were:—

Insp-Gordon's team.	
Glendenning	
Watt	
Ogg	
Gordon (skip)	18
Insp. Fenton's Team	
McHardy	
Culliford	
Reynolds	
Fenton (skip)	10.

NON-SUITED.

Mr. Davidson on Professional Etiquette.

This morning in the Summary Court, before Mr. Justice Hazeland, the Robinson Piano Co., Ltd., Des Voeux Road Central, sued Miss Clara Blanch, 37 Wyndham Street, claiming the sum of $149.50 alleged to be balance due for goods sold and delivered.

The defendant paid $60.50 into court alleging that sum to be sufficient to meet the claim.

Mr. R. C. Faithfull appeared for the plaintiff; and Mr. Davidson, Messrs. Hastings and Hastings, for the defence.

Mr. Faithfull reminded his Lordship that he adjourned the case on Monday in order to enable him to move the court for non-suit instead of his giving judgment for the defendant as his friend wanted.

Mr. Davidson said the only question was whether this was a proper case for his Lordship to exercise his discretion. There was no doubt of the existence of the power of his Lordship to grant a non-suit.

Mr. Faithfull, supporting his claim for a non-suit, said that his Lordship had held at the previous hearing that he had not called sufficient evidence to prove his case. He would say, without imputing anything to his friend, he had been misled by his friend's attitude in the case, which appeared to be a friendly one. He consequently did not go to the trouble and have all the evidence which he should have done had his friend shown a different attitude.

His Lordship:—We won't discuss that.

Mr. Faithfull said he had only called a scintilla of evidence and he submitted, on the strength of authorities he quoted, that he was entitled to a non-suit.

Mr. Davidson submitted that the authorities quoted by his friend did not help him in his request. In this case the evidence of the plaintiff had been called. It was inadequate, but it was all he had available. His friend claimed because there was so little evidence the ground for a non-suit was all the stronger. If a non-suit were granted it would amount to this: that in every case where there was not sufficient evidence the plaintiff had only to say "we can get more evidence and we can get a non-suit." His friend had complained of being misled. He did not say how because he knew that anything which led him to think he, Mr. Davidson, was not going to fight, was stated "without prejudice." After a certain point nothing passed between his friend and himself, except that they were going to fight the case, and some days before the case was fought, they paid money into court with a denial of liability. Everything that his friend had said, had been said in breach of the etiquette of the court that things said "without prejudice" should not be repeated in court.

His Lordship non-suited the plaintiff with costs.

A MAKE SHIFT.

A certain amount of jealousy was popularly supposed to exist between the dignified, slow-moving vicar and his earnest, energetic young curate. The parishioners, however, never overlooked the fact that it was from the vicarage they must expect such material benefits as calf's-foot jelly and bed-socks. The vicar had just returned from his annual month's vacation, spent in Italy, and was making a round of the district. At a cottage door he came across an addition to the flock in the arms of its fond mamma. After inquiring its name, he said, "I sincerely hope the little fellow has been baptized?" "Oh, well, sir," replied the tactful mother, with a curtsey, "I should not like to go so far as to say that—you being away—but your young man came round and did what he could."—*Pearson's Magazine.*

Obstructing the Fairway.

At the Marine Court, this morning, before Commander Beckwith, R. N. seven Chinese were fined sums varying from $5 to $10 for mooring their boats in a manner such as to cause obstruction in the Southern Fairway.

SPECIAL CABLE.

(Special Pacific Service to the "Telegraph"—Reuter.)

"WHITE WOLF'S" MOVEMENTS.

BRIGANDS PURSUED BY GENERAL CHAO.

Siangfu, Received June 18.

The "White Wolf," with upwards of a thousand men, has escaped by rapid movements into the Southern Mountains, after having been driven out of Kansu and Western Shensi by General Chao, who pursued him vigorously for sixty days. The districts through which the brigands passed have been devastated; the crops and houses burned. "White Wolf" sometimes travelled three hundred *li* in twenty four hours. The rebels are now moving towards Shangchow.

MILITARY TROPHIES.

Presented by Major General Kelly.

The presentation of the trophies won in various billiards competitions, and also military sporting events, took place last evening at the Soldiers' Club, the ceremony being performed by H.E. Major General Kelly, general officer commanding.

The first part of the evening was devoted to completing the final for the Hongkong Volunteers Billiards Challenge Cup, between Bombardier Barker, 87th Coy. R.G.A. and Pte. Fellows, D.C.L.I.

The game was most steady and though Barker won by ten points, his victory was not sufficient to secure the cup for his team, the D.C.L.I. combination having a lead of 75 before they went to the table.

In making the presentation His Excellency remarked on the pleasure it gave him that evening to be present. The billiards he had seen that night led him to think that during the competition they must have been of a very high class. He was pleased to see that the people who gave the Volunteers a good run for their money were from his own Corps, the Royal Engineers.

The following were the trophies distributed:—

Soldiers' Club Billiards Tournament:—Cup and medals to Hongkong Volunteers.

Highest Break:—Sergt. Pitt. H.K. Police, 50.

Hongkong Volunteers Billiards Challenge Cup:—Cup and gold medals, D.C.L.I.; silver medals, 87th Coy. R.G.A.

Highest break:—Bandmaster Roberts, D.C.L.I., 43.

Garrison Recreation Club, Small Units Cricket League Cup:—27th Coy. R.A.M.C.

Brown Rowing Cup:—R.E.

United Services Football League, second division:—2nd D.C.L.I.

Polo Cup.—87th Coy. R.G.A.

On the suggestion of Col. Usher, His Excellency was thanked with three cheers and a "tiger" for being present.

Continental Textile Companies.

The report just issued by the Flöha Tulle Works, Plauen, the largest of the German tulle companies, shows a net profit of £43,063, against £43,348 last year. The dividend is 16 per cent., against 14 per cent. The capital is £250,000. The works are well supplied with orders, and another satisfactory year is anticipated. The Waldhausen Cotton Spinning Company, Munchen-Gladbach, after providing for depreciation, has no profit and is not paying a dividend. Last year there was a net profit of £7,121, and 5 per cent was paid. The capital is £122,500. The Societe Anonyme de Filatures de Schappe, Lyons, one of the two largest Continental waste silk spinning concerns, is again paying 25 per cent. The Belgian Artificial Silk Company "Viscose," has a net profit of £59,330. The Austrian Cotton Manufacturing Company, Noe Stross, Vienna, has a net profit of £4,370, which is being carried forward. It is stated to be quite impossible to obtain remunerative prices for this Company's products.

THE MIDSHIPMAN.

The Fortnightly Review contains a powerful indictment of the present system of training naval officers, and the reputation of the authors, Admiral Henderson and Dr. H. B. Gray, is a guarantee that the criticisms are more than justified. The importance of this truly "Imperial Question" is succinctly stated by the writers in their opening axiom.—

"The education of our naval officers is, beyond controversy, one of the most vital problems which can confront those primarily responsible for the inviolability of these islands and for the safety of our sea-borne commerce; it is, indeed, no exaggeration to say that the integrity of the British Empire depends mainly on the quality of the *personnel* in the first line of defence. The efficiency of that *personnel* is at least as potent a factor in the era of the 15 inch gun and the super-Dreadnought as in the days of the Victory and the thirty-two pounder."

The equipment of the Navy is an expensive necessity and the only economy that can be wisely effected is to secure the best administration in all departments. The article passes in careful review the conditions of our present system of training at Osborne and Dartmouth and we are faced with this serious conclusion:—

"It amounts to this: that while the country expects to get and to pay for the very best, the *creme de la creme*, among the youth of England to protect her Empire, some at least of her defenders are deficient in intelligence and unfit to become naval officers, or at least are much below the desirable standard." Can any state of things be more disquieting?"

The article should be carefully studied and its moderation and reasonable recommendations should commend themselves to those who are charged with the heavy responsibility of manning the Navy. The practical proposal is briefly summarised:—

"To sum up, our proposal is this: that Candidates for the Navy (like Candidates for the Army) should pursue their general education at the Public Schools up to the ages of sixteen to seventeen; that they should be allowed two out of three possible trials in the course of that year; that their selection should be determined by examination and by personal interview combined with the usual medical safeguards; that the selected Candidates should spend eighteen months at Dartmouth before going to sea, and that their work at the Colleges should be exclusively devoted to the groundwork required for a sea officer—to that and nothing more. The State should defray from entry all costs for training and their pay when afloat should be sufficient for maintenance.

"Finally, it is emphasised once more that early specialistic training and the monotony of type resulting from the aggregation from an early age of a mass of boys all taught the same subjects of study, and all disciplined on the same system, are fatal to that spontaneity, independence and self-determination which are the essential qualities of the Watch-Dogs of the Empire.

DAIRY FARM NEWS.

WE HAVE RECEIVED

NEW SHIPMENTS

OF

FRESH SIBERIAN SALMON,

SMOKED

KIPPERS, FILLETS & HADDOCKS.

To-day's Advertisement

OPEN AIR CINEMATOGRAPH.

Owing to unforeseen difficulties, the Variety Film Exchange Company announce with regret that it will not be possible to carry on the proposed evening cinematograph shows at Kowloon (Greencroft). Other arrangements will in all probability be made in the fulness of time.

BRITISH COLUMBIA AND HINDU INVASION.

Immigrant Ship Sails for Vancouver.

Victoria (B.C.), May 23.

Released from quarantine by instructions from Ottawa, the Komagata Maru, with her cargo of 370 Hindus, has left for Vancouver, where the immigration officials will begin their examination of the passengers tomorrow.

The Hindus are a picturesque band, in their coloured garbs representative of many classes in India. A number are wearing riding breeches and helmets, indicating that they were formerly members of Sikh Cavalry regiments; others are clothed in khaki uniforms, and include students, merchants and coolies.

Their leader, Gurdit Singh, is a wealthy contractor from Lahore Province, speaking excellent English. He is determined to carry the fight for the entry of the passengers to the last tribunal."

The immigrants were unaware of the Order in Council in force prohibiting the entry of artisans and labourers and believed that the only prohibition which they would have to fight would be owing to their not having come by a continuous journey from their country of origin. Two women are on board the Komagata Maru, one being the wife of Gurdit Singh.

The examination of the passengers will occupy several days, during which the vessel will be moored in mid-stream lest an attempt should be made to escape ashore. Gurdit Singh has been in communication with the British Government, but refuses to say to what effect.

Economic Objections.

Commenting on the arrival of the vessel the *Victoria Times* says, "We cannot for economic reasons permit them to enter. If we did we would be swamped with an influx of people whose standards are vastly different from ours, and, whose presence in large numbers would create disturbances of a most dangerous character. We would be laying up a store of trouble for the future in various directions, not only for ourselves but for the empire as a whole.

"Recent occurrences in South Africa furnish us with abundant warning on this point. We cannot afford to throw down the bars, even at the risk of India's loss to the Empire."

Gurdit Singh has given the following written enigmatic statement to the newspapers here.

The main object of our coming is to let the British Government know how they can maintain their rule in India, as the Indian Government is in danger nowadays.

We can absolutely state how the British Government will last in India for ever.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 9.30 a.m. June 18, 1914.

Cyclone or Typhoon E. of the Visayas Islands. Moving W. N. W.

To-day's Advertisements

WANTED.

WANTED.—European seeks position as Book-Keeper or correspondent in French & Italian languages. Apply "SAVOYARD" c/o "Hongkong Telegraph."

PUBLIC AUCTION

THE Undersigned has received instructions to sell by Public Auction on

WEDNESDAY,

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A Large Quantity of Valuable Household Furniture.

Comprising:—

TEAK SIDEBOARDS with BEVELLED MIRRORS, DINNER WAGGONS, DINING TABLES and CHAIRS, TEA TABLES, ICE CHESTS, WRITING TABLES, FLOWER STANDS, American-made Roll Top DESK and CHAIR, GLASS and CROCKERY WARE, CUTLERY, etc.

TEAK DOUBLE & SINGLE WARDROBES WITH BEVELLED GLASS DOORS, MARBLE TOP WASHSTANDS, DRESSING TABLES, TOILET CROCKERY, BRASS & IRON BEDSTEADS, CHEST-OF-DRAWERS, TAPESTRY COVERED COSY CORNER, etc., etc.

A FEW PIECES OF CANTON BLACKWOOD-WARE, CARPETS, LACE CURTAINS, etc.

also

ONE COMBINATION SAFE (new)

TWO TREADLE SEWING MACHINES (new)

ONE VICTROLA WITH RECORDS

ONE INCUBATOR.

On view from Tuesday the 23rd June.

Catalogues will be issued.

Terms: Cash on delivery.

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Hongkong, 18th June, 1914.

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CELLULOID FITTINGS, CANNOT SOIL TROUSERS

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PARIS GARTERS From 60 cts. Per Pair. | BOSTON GARTERS From 75 cts. Per Pair.

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WRIST WATCHES

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Empress of Japan	25th June.	Alsatian	2nd July
Monteagle	1st July.	— — —	23rd July
Empress of Russia	8th July.	Victorian	4th Aug.

All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA," and "EMPRESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

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Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

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For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

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EASTWARD.

S.S. "Takada," 6,800 tons, Capt. Robins, will be despatched for KOBE & MOJI on 19th June, daylight.

S.S. "Torilla," 5,205 tons, Capt. Swanson, R.N.R. will be despatched for SHANGHAI, KOBE & MOJI, on 6th July.

WESTWARD.

S.S. "Japan," 6,013 tons, Capt. Seldon, will be despatched for SINGAPORE, PENANG & CALCUTTA on 20th June, 1 p.m.

S.S. "A. Apcar," 4,450 tons, Capt. Walker, will be despatched as above on 30th June.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to,

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Hongkong, June 18, 1914.

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And from Manila, Hongkong and Japan to Victoria, Vancouver (B.C.) and Seattle, Wash. and Portland (Or.)

Taking Cargo at Through rates, to all European North Continental and British Ports, also Trieste, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Next Sailings from Hongkong:

FOR	STEAMSHIP	TO SAIL
Shanghai, Kobe and Yokohama	Silesia	20th June
" " "	C. Ferd. Laeisz	3rd July
" " "	Senegambia	17th July
" " "	Scandia	27th July
" " "	Alesia	14th Aug.
" " "	Sithonia	23rd Aug.
" " "	Liberia	11th Sept.
" " "	Altmark	18th Sept.
V'toria, V'ver, S'tle T. & P. (Or.)	Andalusia	2nd Aug.
" " "	Belgravia	17th Sept.
" " "	Brasilia	12th Oct.
Havre, R'dam, Hamburg & A'werp	Wuerttemberg	20th June.
M'les, Havre, Emden & H'burg	Segovia	4th July.
Hamburg & Antwerp	Suedmark	6th July.
Havre, R'dam, H'burg & A'werp	Goldenfels	14th July.
Havre, Bremen & Hamburg	Preussen	19th July.
Havre, R'dam & Hamburg	Emden	20th July.
Havre, Emden & Hamburg	Silesia	29th July.
Havre & Hamburg	Markomannia	5th Aug.
Genoa, Dunkirk & H'burg	Frisia	10th Aug.
R'dam, Hamburg & A'werp	O. J. D. Ahlers	22nd Aug.
Havre, Emden, H'burg,	Senegambia	25th Aug.

For Further Particulars, apply to—

Hamburg-Amerika Linie,
Hongkong Office.

Shipping

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.		Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez. & Port Said	Miyazaki Maru Capt.	T. 16,000	WEDNES., 1st July.
VICTORIA, B.C., and SEATTLE via S'hai, Keelung, Moji, Kobe, Yokkaichi, Shimidzu and Yokohama	Awa Maru Capt.	T. 12,500	THURSDAY, 2nd July, at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Tango Maru Capt. Sekine	T. 13,500	WEDNES., 1st July, at noon.
	Nikko Maru Capt.	T. 9,600	WED., 29th July, at noon.
CALCUTTA via S'pore, Penang & Rangoon	Kanagawa Maru Capt.	T. 12,500	SATURDAY, 27th June.
BOMBAY via Singapore and Colombo.	Rangoon Maru Capt.	T. 12,000	MONDAY, 22nd June.
KOBE & Yokohama	Iyo Maru Capt. Hirase	T. 16,000	THURS., 18th June, at 11 a.m.
NAGASAKI, Kobe & Yokohama	Nikko Maru Capt. R. Takeda	T. 9,600	TUESDAY, 30th June, at 5 p.m.
SHANGHAI, Moji and Kobe	Kirin Maru Capt. Nakamura	T. 12,000	THURSDAY, 18th June.

†Cargo only.

§ Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st class	$135	$122	$108	$95
2nd class	$ 81	$ 75	$ 65	$57

With option of Rail between Steamer's Calling ports in Japan.

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

[5

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Luchow	18th June at 4 p.m.
SHANGHAI & TSINGTAU	Chenan	20th June at m'night
MANILA, CEBU & ILOILO	Taming	23rd June at 4 p.m.
SHANGHAI	Shaohsing	23rd June at 4 p.m.
HOIHOW & HAIPHONG	Kaifong	24th June at 10 a.m.
WEIHAIWEI & TIENTSIN	Kueichow	29th June at 10 a.m.
MANILA, CEBU & ILOILO	Tean	30th June at 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
"S.S. LINTAN," and "S.S. SANUI"

☞ **MANILA LINE.**—Twin Screw Steamers "**Chinhua**," "**Taming**," and "**Tean**." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "**Taming**" & "**Tean**."

☞ **SHANGHAI & TSINGTAU LINE.**—The Twin Screw steamers "**Anhui**" "**Chenan**," "**Shaohsing**" and the S.S. "**Kanchow**" "**Llangchow**," "**Luchow**" and "**Yingchow**" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports,

The steamers leaving Hongkong on Sundays proceed from Shanghai to **Tsingtau**, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on **Saturday** for the **Sunday** morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every **Saturday night**.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Single $45: Return $75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.
Agents

Telephone No. 36
Hongkong 18th June, 1914.

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Homeward Bound.

(Odessa via Ports of call.)

The S.S. **Mogilev** 6,200 R.T., Commander Kahiani, is expected to arrive here on Monday evening the 15th June, 1914.

The S.S. **Koursk** 6,400 R.T., Commander Padalka, is expected to arrive here on or about the 17th day of July, 1914.

Outward Bound.

(Vladivostok via Nagasaki.)

The S.S. **Kiev** 5,566 R.T., Commander Stetzky, is expected to arrive here about the beginning of July, 1914.

For Freight, Passage and further particulars, apply to

Capt. LUKHMANOFF, Agent,
Hotel Mansions, 3rd Floor, Room 12a & 14,
Tel. No. 1814.

Hongkong, June 12, 1914.

Shipping

HONGKONG PHILIPPINES.

PHILIPPINES STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
Rubi	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo.	SAT., 20th June, 4 p.m.
Zaliro	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo.	WED., 1st July, 4 p.m.

Electric light and fans in every cabin; competent stewardesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHEWAN TOMES & CO.
GENERAL MANAGERS

Hongkong, 13th June, 1914.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjipanas	S'HAI	1st half June	JAVA	1st half June
Tjilatjap	JAVA	1st half June	JAPAN	1st half June
Tjibodas			JAVA	2nd half June
Tjimahi	JAPAN	2nd half June	JAVA	2nd half June
Tjimanoek	S'HAI	2nd half June	JAVA	2nd half June
Tjiliwong	JAVA	1st half July	JAPAN	1st half July
Tjitaroem	JAVA	1st half July	S'HAI	1st half July
Tjihini	JAVA	2nd half July	S'HAI	2nd half July

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

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York Building.

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TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement. Tons & Speed	Leave Hongkong.	
Nippon Maru*	11,000 - 18 knots	Tues.,	23rd June.
Shinyo Maru	22,000 - 21 knots	Tues.,	14th July.
Chiyo Maru	22,000 - 21 knots	Tues.,	4th August.
Tenyo Maru	22,000 - 21 knots	Thurs.,	27th August.

Steamers via Shanghai will be despatched at noon.
Steamers via Manila will be despatched at 10.30 a.m.

First Class to London	£71.10.	Return (6 months)	£120.
First Class to New York	£60.	" "	£96.10.
" " San Francisco	£45.	" "	£68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to **NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.**

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDEAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.
KING'S BUILDINGS.

Telephone No. 291

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Eastern		10th July, 10 a.m.
Aldenham	4th July.	31st July, "
Empire	1st Aug.	28th Aug., "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity: All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.,
Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haitan	J. W. Evans	FRIDAY, 19th June at 11 a.m.
Haiyang	A. E. Hodgins	TUESDAY, 23rd June at 11 a.m.
Haiching	W. C. Passmore.	FRIDAY, 26th June at 11 a.m.

FOR SWATOW.

Haimun	A. H. Stewart	SUNDAY, 21st June at 10 a.m.
Haimun	A. H. Stewart	WED., 24th June at 11 a.m.

During the months of July and August First Class Return Fares to Foochow will be subject to a reduction of 20% on the full Fares.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

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LOG BOOK

Half-Year's Profits.

The South Manchuria Steamship Co., Dairen, with a paid-up capital of Yen 1,000,000, at its general meeting of shareholders, reported a net profit of Yen 144,484 for the first half of the working year ending May.

Explosion Aboard Ship.

The Rickmers Line steamer Doke Rickmers, on her way from Vladivostok to Hull, put into Dover on May 16 owing to a serious explosion among the coal in her port bunker in which two men were killed and two injured. No damage to the ship has been reported.

Bigger Ships.

The growth in the size of individual units has once more been a feature of mercantile ship construction for last year. In ships of 6,000 tons and over, while the yearly average number of such ships during the five years 1908 to 1912 was forty-one, during the past year no less than eighty-four such ships were launched. In ships of 10,000 tons and upwards, the average number of which during the previous five years was eleven, the number for 1913 was twenty-one.

Fire!

A fire broke out in the 'tween-deck cross bunker of the steamer Kwangping, while lying at the French Bund, Shanghai, at 11.15 p.m. on June 4. Dense smoke was pouring from the vessel's hatches and the fire brigade was summoned to assist. With the help of the vessel's hoses, the fire was got under in about two hours, the ship receiving no damage.

A Record Year.

During the past year there was a record output of merchant ships, namely, 1,932,000 tons, and of warships over 271,000 tons, giving a grand total of 2,203,000 tons. The percentage of the total merchant tonnage launched in the United Kingdom, as compared to the world's output, had fallen from 68 per cent. in 1911 to 58 per cent. in 1913; while the output had increased in two years by 128,000 tons, that of foreign shipbuilders had increased in the aggregate by 554,000 tons.

Damaged by Grounding.

The damage to the S.M.R. steamer Ieshin Maru, which went ashore while downward bound from Newchwang and was refloated shortly after, is estimated to cost about Yen 3,000 to repair.

P. & O. Fleet.

Of the five Blue Anchor Line steamers taken over by the P. & O. Company in 1910, averaging less than 6,000 tons apiece, only two comparatively modern vessels, the Commonwealth and Geelong, are retained. The addition of the five new "B" steamers, each of 11,100 tons, brings the Branch Line fleet to a total exceeding 67,000 tons, as compared with the aggregate of 29,600 tons at the time of the line's purchase.

Vaterland's Compasses.

The new H.A.L. steamer Vaterland, like her sister ship the Imperator, is provided with Anschutz gyroscopic compasses, these being the only two commercial vessels so fitted. The equipment of the Vaterland is different from that of the Imperator, in so far as the newer vessel has two "mother" compasses which are placed in a special compass-room amidships. With these are connected four "daughter" compasses, two of which are on the navigation bridge. Another improvement is that the gyroscope, using the same amount of power as in the case of the Imperator, makes 30,000 revolutions in a minute, instead of only 20,000, and thus much greater accuracy in showing direction is achieved.

For a good solid meal a la Carte or Table d'Hote with Wines & Liquors of the Best ALEXANDRA CAFE

THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, THURSDAY JUNE *18*, 1914

TELEGRAMS.

[The following telegrams arrived too late for insertion on Page 1.]

THE BALKAN UNREST.

LATEST DEVELOPMENTS.

[Reuter's Service To "The Telegraph."]

London, Received June 18.

Reuter's correspondent in Constantinople wires that the Governors of Phocliia, Aivali and Bigha, with two Mudirs and one gendarmerie officer, have been dismissed in connection with the persecution of Greeks. (The Servian representative has verbally called the attention of the Porte to the serious situation among the Greeks and has declared that Servia is in solidarity with Greece. To this the Grand Vizier replied, requesting him to inform his Government that order will be re-established in a few days.

THE ALBANIAN TROUBLE

MAJOR DROON IN DURAZZO.

London. Received June 18.

The Dutch Major Droon arrived at Durazzo yesterday morning, simultaneously with the Malissori reinforcements, and took over the command. It was reported in Rome last night that the insurgents had surrounded and wiped out a thousand Merdites and Malissori.

OIL SHARES

MR. CHURCHILL'S MOTION ADOPTED.

London. Received June 18.

In the House of Commons Mr. Churchill's motion in connection with the purchase by Government of Anglo-Persian oil shares has been adopted by 254 votes to 18. Sir Edward Grey, replying to criticisms, said he did not believe for a moment that the transaction would create Anglo Russian difficulties.

HOSPITAL SHIP ASHORE.

London. Received June 16.

The Naval Hospital ship Maine is ashore on the Isle of Mull. The patients have been landed and accommodated in tents.

INTERESTING BETROTHAL.

London. Received June 17.

Mr. Gerald Isaacs, son of the Lord Chief Justice, has become engaged to Eva, daughter of the Right Hon. Sir Alfred M. Mond, M. P., managing director of Brunner, Mond and Co., Ltd.

MR. ROOSEVELT.

NO MORE POLITICAL CAMPAIGNING.

London: Received June 18.

Mr. Roosevelt has consulted a throat specialist and has been told that it is impossible for him to again take part in political campaigns.

THE BUDGET.

RADICAL OBJECTORS.

London. Received June 18.

The Radical objectors to the Budget, who have waited on the Prime Minister on the subject of expenditure, yesterday met in the House of Commons and drafted a memorial to Ministerialists calling attention to "the dangerous Constitutionalist innovations in the Finance Bill this year."

TELEGRAMS.

N. D. L. COLLISION.

SIMILAR TO EMPRESS AFFAIR.

London. Received June 18.

The similarity of the collision between the N.D.L. liner Kaiser Wilhelm II and the steamer Incemore with that of the Empress of Ireland and the Storstadt is shown by the statement of the Captain of the Kaiser Wilhelm II that his boat was rammed amidships at right angles and holed below the water-line and that the Incemore scraped along for some distance. The Kaiser Wilhelm's watertight doors were closed immediately the fog appeared, hence there was no disaster.

The Incemore has arrived at Southampton practically sinking.

EMPRESS DISASTER.

ADMISSIONS AT INQUIRY.

London. Received June 18.

Reuter's correspondent at Quebec states that the mate of the Storstadt, cross-examined at the inquiry into the Empress disaster, admitted that just before the collision he ported his helm, but the vessel had insufficient steering way for the helm to be taken into consideration, while the Empress was coming on at 8 or 10 knots.

Pressed by counsel and Lord Mersey, the mate admitted that if the foregoing estimate of speed was correct, the vessels ought to have cleared. He said he did not call on the Captain because he did not think there was any danger.

The Captain of the Storstadt said that directly he saw the Empress he ordered full speed astern. Afterwards he went ahead to keep the Storstadt's bow in the wound.

MEXICAN AFFAIRS.

GENERALS RECONCILED.

London. Received June 18.

Reuter's Washington correspondent states that Generals Villa and Carranza have become reconciled. General Villa commands the operations at Zacatecas.

The Huertist gunboat Guerrero defeated the rebel gunboat Tampico near Mazatlán. The Captain and an engineer of the Tampico committed suicide.

FRANCE & CHINA

HONOUR FOR M. POINCARE.

London. Received June 18.

Reuter's correspondent at Paris states that President Poincare has granted an audience to Lu Cheng-hsiang, the Chinese Envoy Extraordinary, who is bringing to the President the insignia of the Chinese Order of Grand Merit.

MASTER MARINER'S CLAIM.

When a Contract is a Contract.

In the Summary Court, to-day before Mr. Justice Hazeland, Charles Ernest Wawn a master mariner sued the Hung Hing Steamship Company Limited, for the sum of $942.80 being as to $900, part thereof, for three months wages in lieu of notice and as to $42.80, balance thereof, for amount due from the defendants to the plaintiff on an account stated between them.

Mr. Dixon, of Messrs Wilkinson and Grist, appeared for the plaintiff and Mr. Looker, of Messrs Deacon, Looker, Deacon and Harston, appeared for the defendants.

Plaintiff's case was that he was engaged as Master of the s.s. Laertes; the contract was lost. In a letter purporting to contain the conditions of the contract it was stated that defendants could dismiss plaintiff at any time without notice. Plaintiff called attention to this and a member at the firm patting him on the back said "That's all right." On that assurance he signed the letter. He was dismissed in a letter of May 22 without notice.

Mr. Looker argued that the contract was signed by the plaintiff and he was fully aware of what he was signing.

His Lordship gave judgment for the plaintiff as regards the $42.80 (paid into Court) and costs to the time of payment in; and costs for the defendant from the time of payment into court.

WATERLOO.

June 18, 1815.

[SPECIAL ARTICLE.]

The Old Wellingtonian Dinner to-night serves in a roundabout way to remind us that to-day is the anniversary of Wellington's great battle and that next year we shall be celebrating its centenary. It is strange how, after all this lapse of time, interest and even controversy still centres round this struggle. Historians still wrangle as to whether Blucher was misled by Wellington into accepting his repulse at Ligay; as to the causes which led Napoleon to attack the Waterloo position so precipitously; and on many less important incidents in these few eventful days. The materials at the disposal of historians are very inadequate. Many of those who alone could know the truth regarding certain matters were killed; important despatches were lost in the hurry of subsequent movement; war correspondents were yet to be invented; and, when it was all over, the participators were too weary and elated with the glory of the climax to worry about the troubles of unborn historians. It is a curious fact in this connection that Wellington always resolutely refused to countenance any history of the battle.

On some points, however, history has crystallized. Britain and Germany are now content to share alike in this great achievement. "The battle of Waterloo" says Holland Rose, "was nothing if it was not a combined effort on the part of the allies. The terms of Blucher's promise and the eager searching for the Prussian army by British staff-officers in the morning alike prove that Wellington expected direct help by noonday. Possibly he would not have faced the terrible risks of the day had he known that no direct help would arrive until the end of the battle. In any case, to assert that Blucher saved Wellington's army from destruction is as wide of the mark as to say that in a pugilistic encounter the right hand saved the left from a thrashing."

The political results of Waterloo have also been adjusted to their proper place in the picture. "Had the effect of this battle and that campaign been permanent," says Hilaire Belloc, "one could speak of their success as complete. But when we discuss that largest issue of all, to wit, whether the short campaign which Waterloo so decisively concluded really effected its object, considering that that object was the permanent destruction of the revolutionary effort and the permanent re-establishment of the old state of affairs in Europe we are compelled to arrive at a very different conclusion: a conclusion which will vary with the varying judgment of men, and one which cannot be final, because the drama is not yet played out; but a conclusion which, in the eyes of all, singularly modifies the effect of the Campaign of Waterloo:

"The general political object of the revolutionary and Napoleonic armies was not reversed at Waterloo. It was ultimately established. The war had been successfully maintained during too long a period for the uprooting of the political conditions which the French had attempted to impose upon Europe. Those conditions were sufficiently sympathetic to the European mind at the time to develop generously, and to grow in spite of all attempted restriction. Democratic institutions, democratic machinery at least, spread rapidly after this defeat at Waterloo. Nationality predominated over the old idea of a monarch governing his various peoples, and the whole history of the nineteenth century was a gradual vindication of the principle of nationality. A wide and continually expressed suffrage, the arming of whole nations in defence of their independence, the ordering of political life upon the new plan, down even to the details of the revolutionary weights and measures—grammes, metres, etc. These succeeded and in effect triumphed over the arrangements which that older society had fought to restore. On the other hand, the advance of all this was much slower, much more disturbed, much less complete, than it would have been had Napoleon not fallen for ever upon that famous field of Waterloo."

A scheme is on foot for the preservation of this "famous field," owing to a movement having been made by speculators to acquire the battlefield for building purposes. The Belgian government is taking the necessary steps to preserve the land, on the understanding that a sum of £10,000 will be forthcoming from England. This sum, together with the money collected in Belgium, will also provide a fitting Mausoleum for the bones of the men who were buried on the battlefield. The present Duke of Wellington is President of the Fund and we wish him every success. No sounder way of celebrating the centenary of this famous struggle could be found. After one hundred years the renown of Waterloo is as great as ever and not one of us would wish to tolerate this desecration of the battlefield.

THE YARN MARKET.

Has a Turn for the Better been Reached?

For months past the yarn market has been stagnant, and depressing report after depressing report has been issued. The depression began soon after the Chinese New Year and there was a consequent fall in prices, the lowest figure touched being fifteen dollars per bale.

Just over a fortnight ago the market took a turn for the better, and, though it is not yet as brisk as could be wished, some improvement is still being maintained. How great is the need for a decided briskness is proved by the fact that the stock of yarn lying in the Kowloon Wharf and Godown Company's godowns is quite abnormally high. The normal stock a year or two ago was something like 50,000 bales, and we have reason for believing that at the moment the stock on hand in the godowns is at least twice as large.

The company's godowns generally are taxed to the utmost capacity at present, largely due to the stock of yarn and to the fact that Canton is not taking delivery of certain classes of goods —paper in particular. Curiously enough, there are excellent clearances of sugar for Canton.

To return to yarn, the clearances within the past week or two have been much better than for some months past, and it seems reasonable to hope that the betterment is likely to be maintained. It is worth recalling the reasons for the improvement given by Messrs. Polishwalla and Kotwallon June 5. They said:—

"Various causes have contributed towards the sudden improvement, but while it would be difficult to point to one sole cause as leading to this long-looked for change, there can be no doubt that the Japanese millowners' conference which recently met in Tokyo, and which, it is authoritatively stated, has virtually reached an understanding to work short time, is more than anything else responsible for the turn of the tide. Be that as it may, the lifting of the clouds has greatly relieved the tension, the position of both dealers and importers alike having become intolerable and threatening."

LEGISLATIVE COUNCIL.

The Appropriation Bill.

The Hon. Colonial Secretary Moved the "Second reading of the Bill entitled An Ordinance to authorize the Appropriation of a Supplementary Sum of Six hundred and seventeen thousand seven hundred and eight-three Dollars and one Cent, to defray the Charges of the Year 1913."

The Hon. Colonial Treasurer seconded.

The Hon. Colonial Secretary in moving the second reading said:—The amount for which provision has been made in this bill is a large one, considerably larger than the amount which ordinarily appears in these bills, but if the schedule is examined it will be seen that this large sum is chiefly accounted for by four items which could not be foreseen when the estimates for 1913 were prepared. The first two items come under the head of Miscellaneous Services, Loss on Subsidiary coin. It shows an increase of $161,506 as a much larger number of ten cent pieces have been sent home to be demonetised than was the case in the previous year. Also a sum of $30,248 is included under the same head as compensation to the Low Level Tramway Company on account of the boycott. The third item is typhoon damage, the vote on this account having been exceeded by $79,426. The fourth item is $167,760 on account of Post Office transit charges. This large sum is due to the fact that the accounts for 1913 included the charges in respect of mails sent via Siberia for the years 1910 and 1911, which have not been previously settled.

The Hon. Mr. Hewett said that the remarks made by the Hon. Colonial Secretary had to a certain extent met one or two notes which he had made, but there were still one or two points which he would ask to have explained. There was an entry for $15,000 for privilege rate of exchange. He did not know what that meant but he took it that it was in connection with the fixed salaries of Civil servants, and that being so it appeared to him that figures had been badly estimated. After detailing some of the items under this head the speaker said that supposing these were the regulation charges it seemed to him that the estimates might be more carefully prepared. There was also an increase in maintenance of the City and Hill district water supply of $28,000. It was a considerable increase and there is no further remark against that. He thought it would be interesting to unofficial members if some explanation were made with regard to that entry. There were on other pages considerable decreases and after dealing with them the speaker said that the estimates had either been loosely drawn or there had been some unexplained delay. On page 44 there was an estimate for the Yaumati Vegetable and Fruit Market of $2,000 and an actual expenditure of $8,000 and again the vote had been exceeded three times. He thought some more explanation should have been made than the note in the Margin. On the Post Office accounts he had the note with regard to the $167,000 to which the Colonial Secretary had referred but he had to confess he did not see why the account should have been held over for such a long time. The hon. member also referred to the charge on account of the Public Debt 3½ per cent. interest on Inscribed Stock of £12,000 with an actual expenditure of $130,000 odd an increase nearly of two lakhs against which there was no remark except higher exchange. These were points on which he would ask His Excellency kindly to reply. He did not raise them in any spirit of cavil but merely on going through the accounts it occurred to him that these were points which might be explained.

The Hon. Mr. Pollock, K. C. said there were one or two points he would like to comment upon in connection with the White Book dealing with the bill. At page 20 there was an item for the upkeep of X-ray apparatus in the Civil Hospital, $240, and there was put in the side column "$240 decrease" and the margin note was "not required," but on looking through the estimates for 1914 he found that the same sum was again budgetted for. It did not seem at all clear what was really meant by the two documents and he did not know whether the document was meant to supersede the estimates for 1914 which were laid upon the table in October last. The hon. member also referred to the fact that while there was an item of $10,000 for the removal of ceilings only a sum of $3,900 had been spent. It seemed rather curious that a sum of ten thousand dollars should again be asked for when there had only been an expenditure of nearly $4,000. Referring to the new magistracy the hon. member said that only $30,000 had been spent in 1913 out of $40,000 voted and he would like to venture to express the hope that the considerable sum which was put in the estimates for 1914 would be spent and that they would not again have a similar delay, because it was most important that the new magistracy should be promptly finished in order that the valuable property which is at present occupied by the magistracy should be available for disposal by the government at an early date. With regard to the subordinate officers' quarters there was an estimate of $100,000 but only an actual expenditure of $70,000 and the note was that less progress was made than was anticipated.

The Hon. Colonial Secretary replying to the Hon. Mr. Hewett said that the amount which was put down in the estimates for privilege rate of exchange was a concession which was not in existence at the time the estimates were made up. Consequently the amount could not be accurately estimated because of the changes in the holders of the offices which made different amounts payable and therefore the differences which appeared there were the differences which were arrived at at the conclusion of the year. With regard to the $240 not being required for the X-ray apparatus. The apparatus, he understood did not then exist as expected and so it was impossible to spend any money on it. The sum of $10,000 put in for removal of ceilings was an outside estimate. Although a round sum was put down it did not mean to say that it would all be spent but was merely to save the government having to come to the council to ask for money for work which had to be carried out as speedily as possible.

Dealing with the extra expenditure in maintaining the water works, the Hon. Mr. Chatham explained that owing to a very large consumption of water, and in order to provide for the filtration they had to wash the filtering medium, the sand, more often. The delay in the building of the magistracy was due to the rock being found at the foundations and as much progress as was anticipated was not made on account of that. The contract for the completion of the building was due to finish this year and by the appearance of the building there was no reason to suppose that it would not be completed by that time.

The Hon. Colonial Treasurer dealing with the question of the Hon. Mr. Hewett relative to the public debt account said that he could not say off hand what was included besides the £12,000 but there must be some other item included there.

WATER POLO.

V. R. C. "A" Team's Fine Win.

There was a very good attendance at the Victoria Recreation Club, last evening, to witness the opening match in the Hongkong Water Polo Shield Competition, played between the V.R.C. "A." team and the R.G.A., the former winning by three goals to nil. The teams lined up as follow:

V.R.C.:—Forbes, Carvalho, Ellis, Cooke, Pereira, Finch and Barros.

R.G.A.:—Cpl. Rossiter, Bombr. Petts, G. Bancroft, Lieut. Smythe, Br. Mungham, Gr. Buckland, and Gr. Dyson.

It was obvious in the early stages of the game that the V. R. C. not only were the faster team, but that they were better acquainted with the finer points of the game. Finch opened the scoring with a shot that beat the military custodian all the way. Judging by the constant attacks on the R. G.A. goal it is a wonder that the score against them was not greater than the one recorded. Cook then got the leather just where he wanted it, and making no mistake in his effort registered the second goal for the V.R.C. The soldiers tried hard to get in the goal scoring line, but they failed completely, half time arriving with the score: V.R.C. 2 goals; R.G.A. nil.

In the second half the V.R.C team again kept the play at the other end of the bath, and it rested with Finch to increase the lead the team then had, by a splendid solo effort which resulted in a goal. For the achievement Finch was loudly applauded, and the applause was well merited since he took the ball from one end of the bath to the other, and by outpacing his followers and tricking his attackers, he never relaxed or released his control over the ball till he sent it crashing between the posts.

The solo effort was a good one and was applauded since it was successful, but the occasions on which efforts like this count are so few that they are perhaps best left alone in ninety-nine cases out of a hundred. Combination is a virtue that should be cultivated in a polo team as carefully and as zealously as in a football team. The game was in safe keeping, however, as the soldiers lacked the dash required to make any impression on the Club team; Score: V.R.C. 3 goals; R.G.A. nil.

It is thought in swimming circles that the D.C.L.I., in the camber, will give the V.R.C. "A" team as much as they want, but good judges say that the V.R.C. will do better in the camber as the extra length will suit their speed.

Appended are the fixtures for the season.

First Round. (V.R.C.):—R.G.A. v. V.R.C. "A"; R.E. v. V.R.C. "B"; D.C.L.I. Bye. To be completed by 20th June.

Second Round. (Camber):—V.R.C. "A" v. V.R.C. "B"; R.G.A. v. D.C.L.I.; R.E. Bye. To be completed by 27th June.

Third Round. (V.R.C.):—V.R.C. "B" v. D.C.L.I.; V.R.C. "A" v. R.E.; R.G.A. Bye. To be completed by 4th July.

Fourth Round. (Camber):—D.C.L.I. v. R.E.; V.R.C. "B" v. R.G.A.; V.R.C. "A" Bye. To be completed by 11th July.

Fifth Round. (V.R.C.):—R.E. v. R.G.A.; D.C.L.I. v. V.R.C. "A"; V.R.C. "B" Bye. To be completed by 18th July.

Sixth Round. (Camber):—R.G.A. v. V.R.C. "A"; R.E. v. V.R.C. "B"; D.C.L.I. Bye. To be completed by 25th July.

Seventh Round. (V.R.C.):—V.R.C. "A" v. V.R.C. "B"; R.G.A. v. D.C.L.I.; R.E. Bye. To be completed by 1st August.

Eight Round. (Camber):—V.R.C. "B" v. D.C.L.I.; V.R.C. "A" v. R.E.; R.G.A. Bye. To be completed by 8th August.

Ninth Round. (V.R.C.):—D.C.L.I. v. R.E.; V.R.C. "B" v. R.G.A. V.R.C. "A" Bye. To be completed by 15th August.

Tenth Round. (Camber):—R.E. v. R.G.A.; D.C.L.I. v. V.R.C. "A"; V.R.C. "B" Bye. To be completed by 22nd August.

KOWLOON CRICKET CLUB.

Results of the Tennis and Croquet Competitions.

The Kowloon Cricket Club at King's Park is becoming increasingly popular among not only Kowloon residents but also many on this side of the water. Every evening its expansive and well-kept ground is occupied by scores of tennis and croquet players and many members avail themselves of the privilege of playing on the King's Park golf links. Ladies are granted full privileges without paying for them, though it must be admitted they have no vote in the affairs of the Club.

RESULTS.

Tennis Competitions.

In the Championship competition the winners in the various rounds were:—

First round:—Thompson, Chunyutt, Stevens, Clarke, Blackburn, Evans, and Beattie. Major Crisp secured a bye.

Second round:—Crisp, Chunyut, Clarke, Beattie.

Semi-final:—Crisp and Clarke.

In the final:—Crisp won but was defeated by Green, the holder, in the challenge round.

In the A Class Singles Handicap the winners of the various rounds were:—

S. E. Green, P. R. Wolff, R. E. Lindsell. The following received byes:—

A. O. Brawn, Capt. Clarke, K. R. Macaskill, H. S. Thompson, Dr. Forsyth, A. A. Claxton, E. Abraham, Lt. Beattie, H. E. Stevens, J. H. Mead, O. R. Chunyutt, L. J. Blackburn, A. Pile.

The winners of the second round were:—

Clarke, Macaskill, Claxton, Green, Wolff, Beattie, Chunyutt, Blackburn.

The semi-final resulted:—

Clarke, Green, Beattie, Blackburn.

Green (owe 40 and 15) meets Blackburn (owe 2-6) in the final tomorrow.

The winners in the rounds of the B. Class Single Handicap were:—

First round:—D. Cooper, W. Nicoll, A. Hamilton, F. J. De Rome, J. Stalker, F. D. Haigh, W. T. Elson, W. G. Cope.

Second round:—Cooper, de Rome, Stalker, Cope.

Cooper and Stalker meet in the final to-morrow.

The scratch pairs resulted:—

First round.—Thompson and Bagnall, Chunyutt and Green, Macaskill and Blackburn, Wolff and Woods, Kay and Stalker, Barton and Stevens, Crisp and Clarke, Dyer and Wood.

Second Round:—Chunyutt and Green, Macaskill and Blackburn, Barlow and Stevens, Crisp and Clarke.

Semi-final:—Chunyutt and Green; Crisp and Clarke.

In the final Chunyutt and Green won.

The Doubles handicap results were:—

First Round:—Brawn and Blackburn; Railton and Cope, Reed and Claxton, Beattie and Wolff, Chunyutt and Green, Crisp and Bagnall, Byes:—Barlow and Stevens, de Rome and Sutton, Lindsell and Hagger, Forsyth and Thompson, Cooper and Macaskill, Elson and Edwards, Lindsey Wood and Capt. Wood, Roberts and Davidson, Jeffries and Evans, Capt. Clarke and Col. Dyer.

Second round.—Wood and Wood; Jeffries and Evans; Brawn and Blackburn, Railton and Cope; Beattie and Wolff; Crisp and Bagnall; de Rome and Sutton; Cooper and Macaskill.

Fourth Round:—Jeffries and Evans; Brawn and Blackburn, Beattie and Wolff; Cooper and Macaskill.

Semi-final:—Brawn and Blackburn; Cooper and Macaskill.

In the final Brawn and Blackburn won.

Croquet.

Handicap singles 1st round—Major Crisp beat W. Russell, R. Baker beat B. D. Evans, P. R. Wolff beat D. Harvey, F. D. Haigh beat W. T. Roberts, G. L. Duncan beat J. Mead, R. Hall beat Dr. Woods, A. O. Brawn beat D. Cooper, I. J. Blackburn beat R. L. Atkinson.

Handicap doubles, 1st round—Haigh and Baker beat Stevens and Duncan, Brown and Railton beat Roberts and Blackburn, Mead and Cooper beat Woods and Russell, Crisp and Hall beat Harvey and Wolff.

Championship singles, 1st round—P. R. Wolff beat W. Russell, R. Baker beat G. L. Duncan, Dr. Evan Jones beat A. O. Brawn, R. Carpmail, T. Weall, L. J. Blackburn, J. Gardiner, R. Hall, drew byes.

THE B.I. TAKADA.

Local Residents Much Impressed by New Boat.

To-day a number of local residents, including shipping brokers, Government surveyors and Harbour Office officials, were entertained to tiffin on board the new B.I. Apcar steamer Takada which is taking the place of the steamer Thongwa on the Calcutta-Japan run. The vessel, which is of the most modern type, and admirably adapted to the Far Eastern trade, is on her maiden run and will leave for Japan either to-morrow or Saturday. The party which visited the ship to-day was given every facility to look over the boat, and all were highly pleased with what they saw. After the tiffin, the toast of "Success to the Takada" was submitted in appropriate terms by Mr. John Lambert, R. N. R., Lloyd's Surveyor, who spoke in complimentary terms of the boat and her equipment. Captain Robbins, the commander of the Takada, suitably replied.

The Takada is a twin screw vessel of 6,800 tons gross and 4,222 tons nett, being of 4,800 indicated horse-power. She is of the shelter-deck type with poop, bridge and forecastle, and throughout she is fitted with the latest and most up-to-date equipment. Neither pains nor expense have been spared to make her a comfortable and serviceable boat, and those who went over her today were struck with the manner in which every detail has been considered in fitting her out. She is 430 feet long and 53 feet broad, and is fitted with all the latest improvements and conveniences for carrying first-class second-class and steerage passengers and cargo. She has accommodation for 50 first-class and 50 second-class passengers, besides many hundreds of native passengers. The first-class state rooms are very large and airy, while the first class dining room, music room and smoking room, which are on the bridge deck, are also large and admirably appointed. The second-class accommodation is near the bridge and consists of 11 four and two three-berth cabins and an admirable saloon. Electric fans are fitted in all first class and second class cabins, as well as in the saloons, smoke room, music room, etc., while most conveniently-placed reading lamps are supplied in the berths. All the principal compartments are fitted with a complete system of electric heating.

Special attention may be directed to the fact that as a result of the new life-saving regulations the Takada carries fourteen 28 feet and five 30 feet lifeboats, besides a gig and dinghy, which are made available for use by the most up-to-date appliances. They are placed in pairs side by side and by a new system of electric control as soon as the outside lifeboat is released the inside boat moves over on wheels and takes its place, ready to be released also. The boat has a most extensive deck passenger accommodation, and can stow some 8,000 tons of cargo.

Future Extension.

We understand that the addition of the Takada to the Calcutta-Japan run is only the beginning of greater things. There are now on order five more boats of the same type for this run, while orders have also been placed for four modern steamers to be used solely on the Singapore-Hongkong run, principally for passenger traffic. These four boats will be of much the same type as the new Empress liners, with three funnels and cruiser sterns, and a speed of 17 knots, and the service will be so maintained that there will always be a boat at Singapore and Hongkong and two at sea. These facts show to what an extent the British India Company intends to enter into the Far Eastern trade.

BOXER ON BROWNING.

Fred Welsh as Literary Critic.

Jimmy Britt is not only the most widely-read champion boxer, but he is also the hero of one of his friend Jack London's novels, but Freddy Welsh is running the American a close race in literary criticism. Welsh has been giving an interviewer of the *Los Angeles Sunday Times* his opinions of Willie Ritchie and Oscar Wilde, Packy McFarland, Maeterlinck, and Joe Rivers, Browning and Dickens.

The British light-weight champion said he thought W. J. Locke was a better stylist than Edgar Saltus and that Oscar Wilde had a more beautiful style than either of them, with more artistic atmosphere. "Wilde never got down to business," continued Welsh, "until he went to jail, and then he began his sincere work when it was too late. His essay on 'Intentions' was beautiful, but he never struck the note of humility with which life deserves to be approached until he wrote 'De Profundis' and 'The Ballad of Reading Gaol.' There is in both of these works a cry from the heart.

When G.B.S. Nettled Mr. Welsh.

"I haven't much patience with a man who can do big things and who is satisfied to do less. I remember how nettled I was with Shaw when I read his story called 'Cashel Byron's Profession.' It provoked me to think that a man capable of anything so good should not have done something vastly better with his time. Afterwards I learned that Shaw can be deeply sincere and that he often is. In these moments he is one of the great men of the world, and I think his style, his subjects, and his method make a sort of mental armour as well fitted for the battle of life as anything that is offered the world in the way of literature to-day. Shaw keeps his reader sparring every minute, and if you don't watch him you will go down for the count before his upper cuts of satire or his stiff jabs of thought. He is the sanest of all modern radicals.

Maeterlinck's Best Work.

"Maeterlinck is another big influence in the world now, but people slight the good substantial food in his essays in order to be entertained by his plays. His 'Wisdoms and Destiny' and his 'Treasures of the Humble' are as pure as scripture, and there is nothing in them to offend the most orthodox."

We touched on Browning.

"He was a big dramatic creator for a poet," Welsh said. "In a way he was something like Shakespeare because he had a trick of making his characters say exactly what such people would have said and not just what a poet would like to have them say.

MARKET PRICES.

Hongkong June 11, 1914.

BUTCHER MEAT. 肉食

	Cts.	
Beef Sirloin & Prime Cut,—Mei Lung Pa ...	lb. 12	牛腰脊龍尾牛肉
„ Corned,—Ham Ngau Yuk	„ 20	鹹牛肉
„ Roast,—Shiu „	„ 18	牛柳肉
„ Breast,—Ngau Lam „	„ 18	牛腩
„ Soup,—Tong Yuk „	„ 22	牛腦
Steak,—Ngau Yuk Pa	„ 35	牛利
„ do. —SirloinNgau Lau	„ 20	
„ Sausages,—Ngau Chaung	„ 12	
Bullock's Brains— „ Know.....	per set 60	
„ Tongue fresh,—NgaLi ...„ ...	each 0	
„ „ corned,—Ham Ngau Li ...	„ $1.20	
„ Head,—Ngau Tau	„ 14	牛肚
„ Heart,—Ngau Sum	„ 24	牛心
„ Hump, Salt,—Ngau Kin	„ 12	牛腰子
„ Feet,—Ngau Kaski ... ... —	„ 12	牛肝
„ Kidneys,—Ngau Yiu	„ 22	牛粗
„ Tail,—Ngau Moi...	lb. 14	仔牛
„ Liver,—Ngau Kon	„ 7	
„ Tripe (undressed),—Ngau To	„	
Calves' Head & Feet,—Ngau-chai-tau-kark ...	set $1	牛羊豬雞
Mutton Chop,—Yeung Pai Kwat	lb. 25	羊排骨
„ Leg,—Yeung Pei	„ 24	羊腿
„ Shoulder,—Yeung Shau	„ 27	羊肩
Pigs Chitlings,—Chu Chong	per set 2	豬腸
„ Brains,—Chu Know	lb. 12	
„ Feet,—Chu Kark	„ 3	豬腳
„ Fry,—Chu Chak	„ 17	豬油
„ Head,—Chu Tau...	each 10	豬頭
„ Heart,—Chu Sum...	pair 8	豬心腸
„ Kidneys,—Chu Yiu	lb 24	豬腰子
„ Liver,—Chu Con	„ 23	豬肝
Pork, Chop,—Chu Pai Kwat	„ —	豬排骨
„ Corned,—Ham Chu Yuk	„ 27	鹹肉
„ Leg,—Chu Pei	„ —	豬肉
„ Fat or Lard,—Chu Yau	set 65	豬腰油
Sheep Head and Feet,—Yeung Tau Kark ...	each 7	羊腦
„ Heart,—Yeung Sum	„ 10	羊肝
„ Kidneys,—Yeung Yiu	lb. 25	
„ Liver,—Yeung Con	„ 22	
Sucking Pigs, To Order—Chu Cha.	„ 18	生牛仔牛
Suet, Beef—Sang Ngau Yau	„ 24	生牛仔牛
„ Mutton,—Sang Yeung Yau	„ 19	
Veal,—Ngau Chai Yuk	„ 20	
„ Sausages,—Ngau Chai Chaung		

POULTRY. 雞鴨

	Cts.	
Chicken,— Kai Chai	lb 30	雞仔
Capons, Large, Small,—Sin Kai	„ 30	雞
Ducks,—Ap	„ 21	鴨
Doves,—Pan Kau	each —	
Eggs. Hen—Kai Tan	per doz 20	雞蛋
Fowls, Canton,—Kai	lb 25	雞
„ Hainan,—Hoi Nam Kai	„ 30	海南雞
Geese,—Ngo	„ 24	鵝
Geese, Wild S'hai,—Shang-ho Yea Ngo ...	—	上海野鵝
Musk Deer,—Wong Keng	each —	黃麂
Hare, Shanghai,—Tu Chai	„ —	兔
Partridge,—Che Khoo	„ —	鷓鴣鳥
Pheasant,—Shan Kai	pair $ —	雞白鷴
Pigeons, Canton,—Pak Kup	each 30	鴿
„ Hoihow,—Hoi How Pak Kup, ...	„ 21	鴿
Quail,—Um-Chun	„ 21	鵪鶉白
Rice Birds,—Wo Fa Cheuk	dozen —	木花雀
Snipe,—Sa-Choy	each —	沙錐公
Turkeys, Cock—Phor Kai Kung	lb. 50	火雞
„ Hen, „ „ Na	„ 45	火雞
Wild Ducks, S'hai—Shang hoi Sui Ap ...	„ $ —	上海水鴨
„ Sui Ap Chai, ...	„ —	水鴨仔
Wild Ducks Canton—Sang-Shing Sui Ap ...	„ $ —	城水鴨

FISH. 海鮮

	Cts.	
Barbel,—Ka Yu	lb 24	
Bream,—Bin Yu	„ 16	鯿魚
Canton Fresh Water Fish,—Hoi Sin Yu	„ 16	海鮮魚
Carp,—Li Yu...	„ 25	鯉魚
Catfish,—Chik Yu	„ 9	赤魚
Codfish,—Mun Yu...	„ 25	鱈魚
Crabs,—Hai	„ 26	蟹
Cuttle Fish,—Muk Yu	„ 25	墨魚
Dab,—Sa Mang Yu	„ 14	沙尾魚
Dace,—Wong Mei Lun...	„ 9	黃尾魚
Dog Fish—Tit Tu Sa	„ 8	沙
Eels, Conger,—Hoi Mann	„ 15	海鰻
„ Fresh water,—Tam Sin Yu	„ 18	淡水鰻
Eels, Yellow,—Wong Sin	„ 30	黃鱔
Frogs,—Tien Kai	„ 25	
Garoupa,—Sek Pan...	„ 28	石斑魚
Gudgeon,—Pak Kup Yu	„ 15	白鮀公
Herrings,—Tso Pak...	„ 18	甲魚梅花
Halibut,—Cheung Kwan Kup	„ 23	牌
Labrus,—Wong Ya Yu...	„ 18	黃魚
Loach,—Wu Yu	„ 24	鳥鰂魚
Lobsters,—Lung Ha	„ 23	蝦龍
Mackerel,—Chi Yu...	„ 26	鯖魚
Monk Fish,—Mong Yu	„ 28	老公魚
Mullet,—Chai Yu	„ 2	鯔魚
Oysters,—Sang Hoo	„ 24	生蠔
Parrotfish,—Kai Kung Yu	„ 9	鸚哥魚
Perch,—Tau Loo	„ 15	花鱸
Pike,—Fa Paw Poong	„ 9	鱖
Plaice,—Pan Yu	„ 14	比目魚
Pomfret, Black,—Hak Chong	„ 27	黑鯧
Pomfret, White,—Pak Chong	„ 33	白鯧
Prawns,—Ming Ha...	„ 48	明蝦
Ray—Pai Pa Sa	„ 14	魟魚
Rock Fish,—Sek Ka Kung	„ 18	
Roach —Chuo Yu	„ 14	
Shatn—Maukaau Y	lb 27	左口仔
Salmon—PS	„ 10	
SaoYark—Yu	„ 11	
Shrimps,—Ha	„ 36	蝦
Snapper,—Lap Yu	„ 30	
Soles,—Tat Sa Yu	„ 28	
Tench,—Wan Yu	„ 18	
Turbot,—Cho How Yu	„ 21	
Turtles, small, fresh water,—Kork Yu	„ 60	
White Bait,—Ngau Yu Chai	„ —	

FRUITS. 菓子

	Cts.	
Almonds,—Hung Yan	lb. 30	杏仁
Apples (California)—Kam San Ping Kho ...	„ 20	金生平果
„ (Chefoo)—Tin Chun Ping Kho ...	„ —	天津平果
„ Small,—Hoi Tong	„ —	海棠
„ Custard,—Fan Lai Chi	each —	番枝
Bananas, fragrant, Canton,—San Shing Heung Chiu	lb. 4	城香蕉
„ (brides), Macao,—San Heung Chiu	„ 5	山香蕉
Chestnuts, Chinese,—Foong Lut	„ —	風栗
Carambola,—Yeung Tue...	„ —	楊桃
Cocoanuts,—Yeh Tse	each 9	椰子
Lemons, China,—Ning Moong	lb 8	山檸檬
„ America,—Kum San Ning Moon	„ 9	金山檸檬
Lichees Dried,—Lai Chi, small Stone	„ 60	荔枝乾
„ Fresh, ...	„ —	
Limes, (Saigon)—Sai Kung Ning Moong ...	each „ 14	西貢檸檬
Mango, Manila,—Lai Sung Mong	„ 8	呂宋芒果
Mangosteens,—Sau Chuk Tse	doz 25	山竹子
Oranges, (Canton)—San-shing Tim Ching ...	lb 10	
„ Sweet	„ 14	甜橙
Pears, (American), ... an San Shoot Lay	„ —	山梨
„ (Canton), Cookum—Sa Lay	„ 15	金山枝梨
Peanuts,—Fa Sang	„ 12	花生
Persimmons Large,—Hung Chie	„ —	大紅柿
Pine-apples, 1st quality,—Poon Ti Paw Law	each „ 12	本地菠蘿
„ 2nd „ —Chung-tang Paw Law	„ 10	中菠蘿
Plantain,—Tai Chau	lb 4	大蕉
Plums,—Swatow, Hung Lai	„ 6	紅梨
Pumelo, Siam,—Chim Lo Yau	each 6	暹羅柚
„ Shanghai,—Lo Kwat	„ —	上海柚子
Walnuts,—Hop Tuo	lb. 15	合桃
„ Green,—Sang Hop Tuo	„ —	生合桃
Water Melon,—(Am.) Kom San Sai Kwa ...	each 12	山西瓜
„ (China) Sai Kwa...	„ —	西瓜
Grapes,—Sang Po Tai Tse	lb —	生葡萄

VEGETABLES, &c. 菜蔬

	Cts.	
Artichokes, Shanghai,—Sheung-hoi Ah Chi		
Cheuk	lb 8	丁治竹
Beans, (French), Macao,—Oh Meou Pin Tau ...	„ 13	澳門扁豆
„ (French) Shanghai,—Sheung Hai Pin Tau	„ —	海扁豆
„ Sprout,—Ah Cho	„ 7	
„ Long,—Tau Ko	„ —	豆
Beet Root,—Hung Choi Tau	each 5	紅菜頭
Brinjals, Green,—Ching Yuan	„ 9	青茄
„ Red,—Hung Ker	„ 8	紅茄
Cabbage, Chinese, com,—Kai Choy	„ 11	芥菜
Cabbage Red,—Hung Yea Choy	„ 12	紅洋菜
Cabbage, Shanghai,—Yeh Choi	„ —	菜
Cane Shoots, bunch,—Kau Shun	lb. 9	甘蔗尖
Cauliflower, Large size,—Tai Yeh Cho Fa ...	each —	大洋菜花
„ Medium size,—Cheung Yeh Cho Fa	„ —	中洋菜花
„ Small size,—Sai Yen Choi Fa	„ —	細洋菜花
Carrots,—Kam Shum	lb. 6	金笋
Celery, Chinese,—Tong Kan Choi	„ 7	唐芹菜
„ English,—Yeung Kan Choi	„ —	洋芹菜
Chillies Dried,—Gon Lat Chiu	„ 30	乾辣椒
„ Red,—Hung Far Chiu	„ 20	紅花
„ Green,—Ching Lat Chiu	„ 15	青
Curry Stuff, English,—Kar Lee Chu Liu ...	„ 10	茄厘粉
Cucumbers,—Ching Kwa	„ 6	青瓜
Bitter Squash,—Fu Kwa	„ 8	苦瓜
Garlic,—Que Tau	„ 6	蒜頭
Ginger, young,—Sun Tse Keung	„ —	新子姜
„ old.—Lo Keung	„ —	老
Horse Radish, Shanghai,—Lik Kan	„ 5	力根
Indian Corn,—Suk Mai	each 8	粟米
Lettuce,—Yeung Sang Choi	„ 6	洋生菜
Water Chesnuts,—Ma Tai	lb. 1	馬蹄
„ Mandarin,—Kwai Lum Ma Tai	„ 4	桂林馬蹄
Mushrooms, Fresh,—Sang Cho Koo	„ 30	生草菇
Mush Melon. Amer.—Kam-san Hong Kwa ...	each 6	金山
Okroes...	lb 10	
Onions Bombay,—Yeung Chong Tau	„ 6	洋蔥頭
„ Green,—Sang Chong	„ 6	生蔥頭
„ Shanghai,—Shang-hoi Chong Tau	„	上海蔥頭
Papaya, 1st qual.,—Tai Man Sau Kua...	each 66	大呎番瓜
„ 2nd Chung „	„ —	中番瓜
Parsley,—Kun Cho	„ 8	荷菜
Green Peas,—Ching Tau	lb. —	青豆
Potatoes, Sweet,—Fau Shu	„ 3	番薯
„ Shanghai,—Shang-hoi Shu Tsa	„ 3	上海薯
„ Japan,—Yut Poon Shu Tsa	„ 4	日本花
„ American,—Fa Ki Shu Tsa	„ 10	廣州薯
„ Foochow,—Foo-chow Shu Tsai	„ —	
Pumpkin,—Tong Kwa	„ 10	冬瓜
Radish,—Hung Lo Pak Tsai	„ 4	紅蘿蔔
Rhubarb (Fresh),—Tai Wong	„ 10	大黃
Sage,—Tse So	„ —	鼠尾草
Shallots,—Gon Chung Tau	„ 6	蔥
Spinach,—Yin Choi	„ —	
Tomatoes,—Fan Ker	„ 6	
Taros.—Wu Tau	„ 6	
Turnips Punti, (Long),—Lo Pak	„ 4	蘿蔔
„ English,—Yeung Lo Pak	„ 2	
Vegetable Marrow,—Chit Kwa	„ 4	節瓜
„ (American),—Kam-san Chit Kwa	„ 2	
Water Cress,—Sai Yeung Cho	„ 8	
„ Lily root,—Lin Ngau	„ 4	
Yams,—Ta Shu	„ 6	

The prices necessarily vary from day to day and the Board has no power to compel stallholders to sell at the prices quoted.

E. W. HAMILTON.
Secretary Sanitary Board.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship		On
S'HAI, Moji & Kobe	Kutsang*†	Thur.,	18th June at 6 p.m.
SHANGHAI & Tsingtau	Kwongsang*†	Fri.,	19th June at d'light
MANILA	Loongsang*	Sat.,	20th June at 2 p.m.
S'PORE, P'ang & C'cutta...	Yatshing*	Sat.,	20th June at 2 p.m.
T'TSIN via S'tow, W'wei	Checngshing*	Sun.,	21st June at d'light
KOBE & Yokohama	Kumsang*	Tues.,	23rd June at noon
S'PORE, P'ang & C'cutta...	Namsang*	Thur.,	25th June at 2 p.m.
SHANGHAI	Taksang†	Fri.,	26th June at d'light
MANILA	Yuensang*	Sat.,	27th June at 2 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Laisang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang" "Kumsang" "Lovat" "Yatshing" and "Suisang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Tsingtau.

‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

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Subject to change without Notice.

"Shire" Line Service.—Homeward.

For	Steamers,	Date of Sailing
LONDON & ANTWERP...	Radnorshire	8th July.

Trans-Pacific "Shire" & "Glen" Joint Service.

V'TORIA, V'VER, S'TLE, TACOMA & P'LAND... } Monmouthshire .....2nd July.
V'TORIA, V'VER, S'TLE, TACOMA & P'LAND... } Den of Airlie .....10th August.

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

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BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
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Telephone No. 215. Agents. 14

THE TAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd.

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WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

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Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops, ranging up to 100 Tons.

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PETROL & KEROSENE MARINE MOTORS 7-1/2 150 B. H. P.
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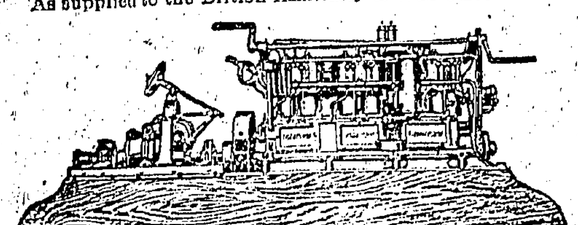

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MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

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VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Havre, R'dam, H'burg & Antwerp	Wuert'berg	H. A. L.	19, June
London, via Usual Ports of Call	Delta	P. & O.	20, June
Hamburg & Antwerp &c.	Suedmark	H. A. L.	24, June
London & A'werp via S'pore etc.	Nellore	P. & O.	24, June
N'les, G'oa, A'rs, L'bon S'ton, &c.	Goeben	M. & Co.	24, June
Marseilles via Saigon, S'pore, Colombo, Port Said	V. Ciotat	M.M.	30, June
Marseilles, Rotterdam etc.	Holgoland	M. & Co.	M. of June
M'les, R'dam, H'burg & Bremen	Borkum	M. & Co.	E. of June
Marseilles, Rotterdam etc.	Altair	M. & Co.	B. July
M'les, L'don A'werp via S'pore etc.	Miyasaki M.	N. Y. K.	1, July
T'te, Fiume V'ce, via S'pore etc.	E. F. F'and	S. W. Co.	7, July
M'les, Havre, Emden & H'burg	Segovia	H. A. L.	4, July
R'dam, Hamburg & Antwerp &c.	Goldenfels	H. A. L.	13, July
Trieste, Venice via Straits, etc.	Africa	S. W. Co.	15, June
Havre Bremen & Hamburg	Preussen	H. A. L.	19, July
R'dam, & H'burg	Emden	H. A. L.	20, July
Havre, Emden & Hamburg	Silesia	H. A. L.	29, July
Havre & Hamburg &c.	M'komannia	H. A. L.	5, Aug.
Dunkirk & Hamburg	Frisia	H. A. L.	10, Aug.

NEW YORK, SAN FRANCISCO AND CANADA.

V'toria, B.C., & T'ma via Japan &c.	Mexico M.	O. S. K.	24, June
V'couver, via S'hai, Japan etc.	E. of Japan	C. P. R.	25, June
New York	Montrose	D. & Co.	26, June
San F'co via K'lung, S'hai & Japan	Mongolia	P. M. Co.	26, June
Vancouver via S'hai, Japan etc.,	Monteagle	C. P. R.	1, July
Victoria, Vancouver, Seattle, Tacoma & Portland	Monmouthshire	J. M. Co.	2, July
V'ia, B.C. S'tle via K'lung, S'hai &c.	Awa M.	N. Y. K.	2, July
New York	Indra	J. M. Co.	7, July
V'ia, B.C., T'ma via K'lung, Japan	Chicago M.	O. S. K.	9, July
San F'co via Manila & Japan &c.	Persia	P. M. Co.	11, July
Seattle via Nagasaki etc.	Minnesota	N. Y. K.	14, Aug.
Victoria, V'ver, S'tle & P. (Or.)	Andalusia	H. A. L.	2, Aug.
Victoria, V'ver, S'tle & P. (Or.)	Sithonia	H. A. L.	9, Sept.

AUSTRALIA.

Australia	St. Albans	G. L. Co.	19, June
Australian Ports via Manila	Tango M.	N. Y. K.	1, July
Australian Ports via Manila	Taiyuan	B. & S.	7, July
Australia	Eastern	G. L. Co.	10, July
Australian Ports via Manila	P. Sigismund	M. Co.	11, July

SINGAPORE, COAST PORTS AND JAPAN

Swatow, Amoy and Foochow	Haitan	D. L. Co.	19, June
Manila, Mangarin, Cebu & Iloilo	Rubi	S. T. Co.	20, June
Singapore, Penang and Calcutta	Yatshing	J. M. Co.	20, June
Shanghai & Tsingtau	Chenan	B. & S.	20, June
Shanghai, Kobe and Yokohama	Silesia	H. A. L.	20, June
Tamsui via Swatow and Amoy	Daijin M.	O. S. K.	21, June
Tientsin via Weihaiwei	Cheongshing	J. M. Co.	21, June
S'pore, Batavia, Cheribon, etc.	Riojun M.	D. & Co.	22, June
Bombay via Singapore, Colombo	Rangoon M.	O. S. K.	22, June
Kobe	P. Sigismund	M. Co.	23, June
Manila, Cebu & Iloilo	Taming	B. & S.	23, June
Swatow, Amoy and Foochow	Haiyang	D. L. Co.	23, June
Anping, Takao via S'tow & Amoy	Soshu Maru	O. S. K.	24, June
Hoihow and Haiphong	Kaifong	B. & S.	24, June
S'hai, Tsingtau, Kobe & Y'hama	Kleist	M. & Co.	24, June
Shanghai, Moji & Kobe	Jinsen M.	N. Y. K.	25, June
Singapore, Penang and Calcutta	Namsang	J. M. Co.	25, June
Shanghai	Taksang	J. M. Co.	26, June
Manila	Yuensang	J. M. Co.	27, June
Shanghai, Kobe & Y'hama	Atlantique	M. M. Co.	29, June
Nagasaki, Kobe and Yokohama	Nikko M.	N. Y. K.	30, June
Manila, Cebu and Iloilo	Tean	B. & S.	30, June
Shanghai	Koerber	S. W. Co.	1, July
Kobe	China	S. W. Co.	2, July
Kobe via Shanghai, Yokohama	Silesia	S. W. Co.	2, July
Shanghai	Assaye	P. & O.	2, July
Shanghai, Kobe & Yokohama	C. F. Laeisz	H. A. L.	3, July
S'hai, Y'hama, Kobe and Moji	Nippon	S. E. A. Co.	4, July
Bombay via S'pore etc.	Java M.	O. S. K.	6, July
Moji, Kobe and Yokohama	Hokuto M.	D. & Co.	10, July
Jesselton, Kudat and Sandakan	Borneo	M. Co.	12, July
Shanghai, Kobe and Yokohama	Senegambia	H. A. L.	17, July
Shanghai, Kobe and Yokohama	Scandia	H. A. L.	27, July
S'hai, Moji, Kobe & Yokkaichi	Kawachi M.	N. Y. K.	29, July
Shanghai, Kobe and Yokohama	Alesia	H. A. L.	14, Aug.
Batavia, Cheribon, Samarang, &c.	Tjiboaas	J.C.J. L.	Q. desp.
Japan	Tjilatjap	J.C.J. L.	Q. desp.
Shanghai	Tjikini	J.C.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tjimahi	J.C.J. L.	Q. desp.
Shanghai	Tjilwong	J.C.J. L.	Q. desp.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO MORROW.

For.	Vessel.
Swatow	Haitan
Australia	St. Albans
Bangkok	Pak'at
Swatow	Childar
India	Japan
Pakhoi	Elsbeth

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From.	Vessel.
Shanghai	E. of Japan

CANADIAN MAIL.

The C. P. R. s.s. EMPRESS OF INDIA left Yokohama on the 8th inst. between 2 and 4 p.m.

The C. P. R. s.s. MONTEAGLE left Kobe on June 10, at midnight, and was due to arrive at Tsau on June 13, at 8 a.m.

The C.P.R. s.s. EMPRESS OF RUSSIA left Vancouver on June 14, a.m.

The C. P. R. s.s. EMPRESS OF ASIA left Nagasaki on June 15, at noon, and was due to arrive at Kobe on June 16, at 1 p.m.

The C. P. R. s.s. EMPRESS OF JAPAN left Shanghai on June 16, at 2 p.m. and is due to arrive at Hongkong on June 19, at 7 a.m.

AUSTRALIAN MAIL.

The E. & A. s.s. ALDENHAM left Sydney for this port (via Queensland Ports & Manila) on 10th inst., and may be expected to arrive here on or about 4th July.

The A. O. Line s.s. TAIYUAN left Sydney for Hongkong via Queensland Ports, Port Darwin, Mamboanga & Manila on the 9th inst. and may be expected to arrive here on or about 2nd July.

The I. G. M. s.s. PRINZ SIGISMUND left Yap on the 16th inst. and may be expected here on or about the 23rd June.

GERMAN MAIL.

The I. G. M. s.s. KLEIST carrying the German Mails with dates from Berlin of the 27th of May, left Colombo on the 13th of June, p.m. and may be expected here on or about the 24th of June.

The I. G. M. s.s. PRINZ LUDWIG which left here on the 11th inst. arrived at Singapore on the 15th inst. 6 p.m.

MERCHANT STEAMERS.

The N. Y. K. s.s. HIRANO MARU (European Line.) left London for this port via ports on the 23rd May, and is expected here on the 30th June.

The s.s. GLENFARG passed the Suez Canal on the 5th inst. for Hongkong via Straits.

The I. C. S. N. s.s. KUMSANG from Calcutta is due at Hongkong on the 20th instant.

The I. C. S. N. s.s. LOVAT from Calcutta is due at Hongkong on the 26th inst.

The I. C. S. N. s.s. CHUNSANG from Bangkok is due at Hongkong on the 19th instant.

The I. C. S. N. s.s. YUSANG from Weihaiwei is due at H'kong on the 19th inst.

The I. C. S. N. s.s. CHOYSANG from Shanghai is due at Hongkong on the 17th June.

The I.C.S.N. s.s. NAMSANG from Moji is due at Hongkong on the 20th instant.

The S. L. s.s. RADNORSHIRE from Portland is due at H'kong on the 23rd instant.

The S. L. s.s. MONMOUTHSHIRE from London is due at Hongkong on the 28th June.

The S. L. s.s. DEN OF AIRLIE from London is due at Hongkong on the 8th August.

The H. A. L. s.s. SILESIA left Singapore on the 14th inst., a.m. and may be expected here on or about the 19th inst., p.m.

The P. & O. s.s. NILE is expected to arrive at Colombo on the 24th instant, at noon.

The s.s. TORILLA sailed from Calcutta on the 14th inst. and may be expected here on or about the 30th inst.

The H. A. L. s.s. WUERTTEMBERG left Shanghai on the 17th inst., a.m. and may be expected here on or about the 26th inst., a.m.

The s.s. RUBI left Manila on the 16th inst. at 10 p.m. and is due here on the 19th inst., a.m.

VESSELS IN PORT.

Steamers.

Seang Boo, Br. s.s. 2,784, J. Travis, 6th inst.—Singapore, 2nd inst., Gen.—Chinese.

Pedonabure, Ger. s.s. 1,313, C. Gasowisch, 7th inst.—Bangkok, 3rd instant, Rice—B. & S.

Kwangtah, Chinese 1,536, Sangster, 11th inst.—Shanghai, 7th inst., Gen.—C. M. N. S. Co.

Lycemoon, Ger. s.s. 1,238, Abshagen, 12th inst.—Saigon, 9th instant, Rice—Chinese.

Mongolia, Am. s.s. 8,750, Emery Rice, 12th inst.—San Francisco, 14th ult., Gen.—P. M. S. Co.

Nippon Maru, Jap. s.s. 3,452, A. G. Stevens 11th inst.—San Francisco, 14th ult. Gen.—T. K. K.

Childar, Norw. 1,102, H. Nielssen, 12th inst.—Bangkok, 11th inst., Rice—T. & Co.

Paklah, Ger. s.s. 1,017, T. Henzel, 13th inst.—Bangkok, 6th inst., Rice & Wood—M. & Co.

Gemini, Br. s.s. 1,352, Jones, 13th inst.—Bangkok, 6th inst., Rice—A. Bune.

Kutsang, Br. s.s. 4,895, Bradley, 15th inst.—Calcutta, 9th inst., Gen.—J. M. & Co.

Mexico Maru, Jap. s.s. 3,760, N. Kobayashi, 13th inst.—Shanghai, 10th inst., Gen.—O. S. K.

Rajah, Ger. s.s. 1,275, J. V. Bruhn, 14th inst.—Sandakan, 9th inst, Gen. M. & Co.

Takada, Br. s.s. 4,723, O. M. Robins, 13th inst.—Singapore, 8th inst, Gen.—D. S. & Co.

Benlarig, Br. s.s. 2,510, M. Hastie, 16th inst.—Moji, 10th inst., Coal—G. L. & Co.

Fukin Maru, Jap. s.s. Moyanko, 16th inst—Moji, 9th inst., Coal—M. B. K.

Loongsang, Br. s.s. 1,095, G. W. W. Leask, 16th inst.—Manila, 13th instant, Gen.—J. M. & Co.

Marie, Ger. s.s. 1,196, J. Davidson, 16th inst.—Manzanillo, 11th ult., Gen.—Chinese.

St. Albans, Br. s.s. 2,538, E. B. S. Baikie, 15th inst.—Kobe, 10th inst., Gen.—G. L. & Co.

Awa Maru, Jap. s.s. 3,912, S. Tominaga, 16th inst.—Seattle, Gen.—N.Y.K.

Elsbeth, Ger. s.s. 991, Beroy, 17th inst.—Haiphong, 14th inst., Rice—J. & Co.

Haitan, Br. s.s. 1,183, A. H. Stewart, 17th inst.—Foochow, 14th inst. Gen.—D. L. & Co.

Mineric, Br. s.s. 2,987, J. C. Hall, 17th inst.—Keelung, 15th inst., Gen.—B. L

Riojun Maru, Jap. s.s. 2,983, Yamaguchi, 17th inst.—Keelung, 15th inst., Coal—D. & Co.

Sexta, Ger. s.s. 992, N. Jensen, 17th inst.—Singapore, 11th inst., Gen.—Order.

Tjimahi, Dut. s.s. 3,815, S. G. Outhings, 17th inst.—Japan, 12th inst. Gen.—J. C. J. L.

Yatshing, Br. s.s. 1,424, Jarrett, 16th inst.—Moji, 10th inst., Coal & Gen.—J. M. & Co.

TIDE TABLE.

15th June, to 21st June, 1914.

Day of Week.	Day of Month	High Water Hongkong Mean Time.	Height.	Low Water Hongkong Mean Time.	Height.
Mon.	15	m 4 32	4.2	m 7 21	4.0
		a 3 3	5.2	9 38 a	3.0
Tues.	16	m 5 9	4.5	m 9 42	3.0
		a 3 2	5.4	10 16 a	2.9
Wed.	17	m 5 33	4.9	m 11 28	3.3
		a 3 3	5.4	11 1 a	2.4
Thurs.	18	m 5 54	5.2	0 29	3.6
		a 3 54	5.5	11 49 a	2.2
Fri.	19	m 6 14	5.6	1 18	3.4
		a 4 36 a	5.6		
Sat.	20	m 6 35	6.1	m 0 14	2.8
		a 5 26 a	5.8	2 1 a	2.8
Sun.	21	m 6 59	6.5	m 0 45	3.0
		a 6 23 a	5.7	2 42 a	3.3

m morning. a afternoon.

SUMMER EXCURSIONS TO JAPAN

BY THE STEAMERS OF

CANADIAN PACIFIC S.S. LINE.
PACIFIC MAIL S.S. CO
TOYO KISEN KAISHA.

GOING AND RETURNING WITHIN PERIOD
1st JUNE—31st OCT.

RATES FROM HONGKONG:

NAGASAKI $120.00. KOBE $135.00. YOKOHOMA $150.00

Tickets are interchangeable for return by any steamer of above-named Companies and include Rail between Japan Ports of call if desired.

Passengers may go and/or return VIA MANILA without additional charge by steamers calling at that Port, so indicated in schedule of sailings shown below.

The Steamers operated by the Companies named are the largest, fastest and most luxurious on the Coast.

JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.

From JAPAN.						To JAPAN.			
Y'hama Leave	Kobe Leave	Nagasaki Leave	H'kong Arrive	Steamer	H'kong Leave	Nagasaki Arrive	Kobe Arrive	Y'hama Arrive
3 June	4 June	6 June	11 June	NIPPONMARU	23 June	29 June	1 July.	3 July
11 "	12 "	14 "	19 "	E. OF JAPAN...	25 "	30 "	2 "	4 "
7 "	8 "	10 "	18 "	MONGOLIA	30 "	2 July	4 "	6 "
5 "	8 "	10 "	16 "	MONTEAGLE....	1 July	6 "	8 "	11 "
23 "	23 "	25 "	30 "	E. OF RUSSIA...	8 "	12 "	14 "	16 "
22 "	23 "	25 "	2 July	PERSIA	15 "	17 "	19 "	21 "
25 "	28 "	30 "	6 "	SHINYO MARU	14 "	20 "	22 "	24 "
9 July	10 July	12 July	17 "	E. OF INDIA ...	22 "	27 "	29 "	31 "
8 "	3 "	5 "	13 "	KOREA	23 "	29 "	31 "	3 Aug.
9 "	10 "	12 "	20 "	SIBERIA	2 Aug.	7 Aug.	9 Aug.	10 "
16 "	17 "	19 "	27 "	OHIYO MARU..	4 "	10 "	12 "	14 "
30 "	31 "	2 Aug.	8 Aug.	E. OF ASIA	5 "	11 "	13 "	15 "
23 "	24 "	26 "	2 Aug.	OHINA	18 "	18 "	19 "	20 "
30 "	31 "	2 Aug	10 "	MANCHURIA ...	18 "	24 "	26 "	27 "
6 Aug.	7 Aug.	9 "	14 "	E. OF JAPAN ...	19 "	24 "	26 "	27 "
6 "	7 "	9 "	17 "	TENYO MARU	25 "	31 "	2 Sept.	4 Sept
13 "	14 "	16 "	23 "	NILE	1 Sept.	7 Sept.	8 "	10 "
17 "	18 "	20 "	25 "	E. OF RUSSIA...	2 "	7 "	8 "	10 "
25 "	26 "	28 "	29 "	NIPPON MARU	8 "	14 "	16 "	18 "
14 "	17 "	19 "	25 "	MONTEAGLE ...	9 "	15 "	16 "	19 "
27 "	28 "	30 "	7 Sept	MONGOLIA	15 "	21 "	23 "	25 "
3 Sept.	4 Sept.	6 Sept.	11 "	E. OF INDIA....	16 "	22 "	24 "	25 "
10 "	11 "	13 "	20 "	SHINYO MARU	22 "	28 "	30 "	1 Oct.
10 "	11 "	13 "	20 "	PERSIA	29 "	5 Oct.	7 Oct.	8 "
14 "	15 "	17 "	22 "	E. OF ASIA	30 "	5 "	6 "	8 "
17 "	18 "	20 "	28 "	KOREA	6 Oct.	12 "	13 "	15 "
1 Oct.	2 Oct.	4 Oct.	9 Oct.	E. OF JAPAN	7 "	12 "	13 "	15 "

† Returning via Manila. * Going via Manila.
Steamers proceeding via Manila do not call at Shanghai

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GEO. P. LAMMERT,

AUCTIONEER, SHARE & GENERAL BROKER

THE Undersigned has received instructions to sell by Public Auction on

Monday & Tuesday the 22nd. & 23rd. June 1914 commencing each day at **2.30 p.m.** at **No. 16 Humphreys Building, Cornwall Avenue, Kowloon;**

The Whole of the Valuable Furniture, Blackwood-Ware & Chinese Curios contained therein.

comprising:—

HANDSOMELY CARVED BLACKWOOD SIDEBOARD, DINNER WAGGONS, ROUND DINING TABLE & CHAIRS, SILVER CABINET, BOOK-CASE, PORCELAIN INLAID SCREEN, HATSTAND, PEDESTALS, FLOWER STANDS, & TEA TABLES etc, etc.

SILVER CANTEEN SET (French), FISH KNIVES & FORKS, FRUIT KNIVES, TEA SET, 5 SALVERS, PUNCH BOWL, KETTLE, CANDELABRA & VASES, etc, etc.

VERY HANDSOME VENETIAN GLASS, BACCARAT TABLE, GLASS WARE, CUT-GLASS BOWLS & DECANTERS, etc, etc.

FINE PERSIAN RUGS, VERY FINE JAPANESE SILK EMBROIDERED PICTURES, (gold medal, Tokio exhibition), HANGINGS, CUSHION COVERS, WATER COLOURS etc.

STAINED TEAK BEDROOM SUITE, DOUBLE BRASS BEDSTEAD, BOX COUCH, LADY'S WRITING DESK, TEA & OCCASIONAL TABLES, SOOCHOW CURTAINS, HANDSOME ELECTRIC FITTINGS & FANS, PLUSH & SILK UPHOLSTERED EASY CHAIRS, JAPANESE CHERRYWOOD CARD TABLE, etc, etc.

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Cottage Piano by Hooff

Steel fire proof safe

also

A Collection of Antique Chinese Curios and Bronzes from Ming to Towkwong.

Comprising:—

5-COLOURED, BLUE AND WHITE VASES, PLATES & BOWLS, IMPERIAL CHINA SANG-DE-BOEUF VASES, IVORY & JADE ORNAMENTS, JADE & GLASS SNUFF BOTTLES, MING BRONZES & ENAMEL, etc., etc.

and

1 French Enamel Medallion "Satyr and Nymph"

On view on Saturday, the 20th, and Sunday 21st, June 1914.

Catalogues will be issued.

Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Consignee

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

s.s. "CHILI"

Consignees of Cargo from London ex. s.s. "Normand" & "Medoc"

Consignees of Cargo from Havre ex s.s. "Normand"

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 22nd inst., at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 25th inst. or they will not be recognized.

All damaged packages will be examined on Monday the 22nd instant at 10 a.m.

No Fire Insuance has been effected.

P. THOMAS,
Hongkong, 15th, June 1914.

Don't forget after the Show Supper, and Light Refreshments
ALEXANDRA CAFE.
Open Till Midnight.

Consignees

NORDDEUTSCHER LLOYD, BREMEN.

FREIGHT LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DURENDART,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 21st of June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th of June, at 9.30 a.m.

All claims must reach us before the 27th of June, 1914, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.
General Agents.

Hongkong, 15th June, 1914. [601

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship

"BENLAWERS,"

From LEITH, MIDDLESBRO LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst., will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 29th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 15th June, 1914. [599

PACIFIC MAIL STEAMSHIP COMPANY.

FROM SAN FRANCISCO, JAPAN PORTS AND MANILA.

s.s. "MONGOLIA"

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for countersignature and take immediate delivery from the Company's godown at West Point. Cargo will be landed immediately at consignee's risk.

Cargo remaining undelivered on Monday, June 15th, 1914, at noon will be subject to landing charges and if undelivered Friday June 19th, 1914, at noon will be subject to both landing and storage.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown Monday, June 19th, 1914, at 10 a.m.

No claim will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before August 12th, 1914, otherwise they will not be recognized

R. C. MORTON,
Agent.

Hongkong, 12th June, 1914 [597

Hotel Lists.

Hongkong Hotel.

Abraham, E S	Lloyd G T
Adair Mr & Mrs A E	Lobel F
Adler L	Logan, W
Allen G H	Mackintosh F A
Alport C M	Marriott, Dr O
Bukhap Senator T J K	Matheson, Miss M
	Matheson, Mrs R T.
Bute E. R	Mehta, B K
Bell C D J	Merecki, J
Bellilos, Mrs E R	Meyer C E
Benn, G A	Mickle D M
Black W M	Middleton G S
Blode J	Milkowski N S
Cambridge A J	Moore Dr & Mrs W L B
Carrone P	Newton D
Caspers E J B	Nordstrom E
Clayton, W E	Petersen, A
Coleman Dr A L E	Pilffner A N
Curry, G P	Potten S
Dohn R M R	Powell G M
Douglas D S S	Purvis A
Duffy Miss M E	Ray, E. H
Ehrenfels, Mr & Mrs H E	Reay, Miss F
Fehr H	Seddon Mrs
Freeur W	Sleigh H C
Gibb J	Smyth F
Greenland C S	Sorensen A B
Grisogono P de	Sorby V
Hall Capt T P	Square Miss A
Handley Pegg H	Stark Toller Mr and Mrs W
Hannibal W A	Steele-Boyce W
Harper G	Swaffield H E
Hewett, Hon. Mr E A, C M G	To Dr Herbert
Hinchcliffe H H	Toublet G
Hood Miss	Tozer E M
Hunter R	Walker Capt H A
Johns Mrs T J R	Weatherly
Jones M T	White F W
Kockx Capt & Mrs	Winkler Mr and Mrs F
Ladeboer A	Wood G G
Lambert Mrs	Wyane W C
Lambert E B	
Lawrence S H	

Craigieburn.

Bennett H S	Hollingsworth Mr & Mrs A H
Bovington F	McCaig, J.
Brown C B	Ram E
Caldwell, Mr	Robinson Geo A
Caldwell, Miss	Smith, E. G.
Carpenter, Mr and Mrs	Smith Mr & Mrs J Grant
Cornell W A	Smith Morton
Galbraith V	Wilson Mr and Mrs
Hall R F	
Harcord W F	

Carlton Hotel.

Ballantine Mr and Mrs B A	Murrell C
Barnes C	Murrell Mr & Mrs Nay Mr & Mrs R C
Button A	Paul S
Cheng So Mr & Mrs	Remedios A F
Crombie Lt Geo	Riggs A
Dennis R	Russell A
Eades W J	Shaw R E
Fulcher O W	Sewell G W
Gilbert E J	Silva Mr & Mrs
Gregory T M	Tall Mrs
Grandy A J	Tobias Mr and Mrs
Higginbotham C J	Walker Mr and Mrs E
Hollway H D	Watling Mr & Mrs D O
Jackson Mr & Mrs W	Whibley A R
Martin H J J	Wilson D O
Martin A T	

Grand Hotel.

Allen	Nier
Baberg	Owen
Bee	Roller
Benito	Scott
Brown	Stall
Crew Mr & Mrs	Stenforth
Fleming Mr & Mrs	Weissenborn
Fuster Mr & Mrs	Weitz
Hofstetter	Wetherell Capt
Jureine	Wilson Dr
Keyt Dr.	Wilson Mr & Mrs
John	Watson
Laugham Mr & Mrs	Weisman
Kapton	Wolf
Lowe	Yshaga
Ruck is	

King Edward Hotel.

Adams R C	Hall Mr P C
Arnold J	Hargreaves Mr J E
Bidwell Mr & Mrs	Haynor Mr H O
Breger Dr	Hectel Mr O
Budge W	James Mr E
Butts Mrs H	Joseph Mr J
Clegg Mr H	Koruats Mr W
Cocks Mr A H	Kraft Mr & Mrs W D
Cux Mr F. W	Lauritson Mr & Mrs
Deane Dr A. H.	Lippert Dr
Donelson Mr W. A. C	Malcomson Capt Mrs
Drummond Mr	Manley C F
Duffy Mrs M.	Massey Miss
Evers Mr E. W.	Miller Mrs F A
Foy Mr	Murphy B
Gardner Capt & Mrs W L	Nobbs A P
Giesel Mr S	Oudenhonen W
Giko Mrs S	
Glass Dr	
Hager Mr A R	

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VICTORIA THEATRE.

9.15 To-night 9.15

Another mighty "Cines Company" Triumph

"BETWEEN MEN AND BEASTS"

A THRILLING NOVEL OF ADVENTURES: 5,000 FEET.

The Society Film Dance

"THE TANGO"

WILL ALSO BE SHOWN.

BIJOU SCENIC THEATRE.

3 NIGHTS ONLY 3

Commencing **Wednesday 17th June.**

The sensational drama.

"THE EXPERT'S SECRET" Length 3,000 feet.

Also

"ON THE ROAD TO THE ALPS"
"WIFFLES THE MASKED MARKSMAN"
"PATHE'S BRITISH & INTERNATIONAL GAZETTE."
The World's Latest News.

Will be screened on Saturday 20th June
The powerful Society drama.
"SOLD FOR A TITLE" 4 Parts—6,000 Feet.

Consignees.

"TOYO KISEN KAISHA.

From SAN FRANCISCO, via HONOLULU, JAPAN PORTS and SHANGHAI.

s.s. "NIPPON MARU,"

The above named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on the 13th June at noon will be landed at Consignees' risk and in the expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected.

No Claim will be recognised after the Goods have left the Steamer or Godown, and all goods remaining undelivered on the 18th June, at 5 p.m. will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or in the Godown and examination of same to be held on 20th June at 10 a.m.

All Claims must be filed on or before 25th June, otherwise they will not be recognised.

S. MRIMOTO,
Ogent.

Hongkong, 11th June 1914. [596

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"IYO MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 23rd June, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Agents.

Hongkong, 16th June, 1914. [1250

Consignees

THE AMERICAN & ORIENTAL LINE.

NOTICE TO CONSIGNEES.

s.s. "ROYAL PRINCE,"
From NEW YORK.

Consignees of cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 15th of June at 2.30 p.m.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 15th of June, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th June, or they will not be recognised.

No Fire Insurance has been effected.

ARNHOLD KARBERG & Co.,
Agents.

Hongkong, 8th June, 1914. [598

INDO CHINA STEAM NAVIGATION CO., LTD.

From CALCUTTA, PENANG and SINGAPORE.

THE Company's Steamship

"KUTSANG"

having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 16th inst. will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by:—

JARDINE, MATHESON & CO., LTD.
General Managers.

Hongkong, 15th June, 1914. [598

Notice

OLD ENGLISH CURVE CUT.
IS A DISTINCTIVE OLD ARISTOCRAT AMONG PIPE TOBACCOS.
The aluminium curved tin fits the pocket perfectly.

Consignees

EAST ASIATIC COMPANY, LIMITED.

COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"ANNAM,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 22nd of June 1914. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on 22nd inst., at 9.30 a.m.

All claims must reach us before the 29th of June, 1914, or they will not be recognized.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & Co.,
Agents.

Hongkong 15th, June, 1914.

BARBER LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"SAINT EGBERT"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 7th prox., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst. at 11 a.m.

No Fire Insurance has been effected

Bills of Lading will be countersigned by

DODWELL & Co., Ltd.
Agents.

To Sail

Regular Steamship Service.

Proposed Sailing from Hongkong

For BOSTON & NEW YORK

"MONTROSE" { about the 26th June

For Freight and further information apply to

DODWELL & CO., LTD.
Agents.

Hongkong June 4th, 1914.

To Sail

THE "INDRA" LINE LTD.

FOR NEW YORK

(with liberty to call at Malabar Coast)

THE Steamship

"INDRA"

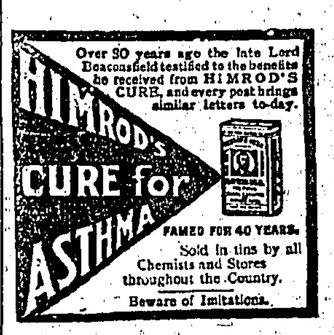
Capt. J. C. Alexander, will be despatched as above on Tuesday, 7th July.

This steamer has excellent accommodation for a limited number of saloon passengers.

For Freight & passage, apply to

JARDINE, MATHESON & CO., LTD.,
Agents.

Telephone No. 215, Sub. Ex. No. 9.
Hongkong 11th June, 1914. [595



A LOT OF TROUBLE.

Izri Jacobs boarded a tram-car with his son. The youth was tall and ungainly. He looked at least twelve years old, but when the conductor called for the fares the father slowly counted out five cents. "Look here," said the conductor, "where's the fare for the boy?" "Vy, he ain't five ——" "Five!" growled the conductor. "Go on! He's fourteen if he's a day." "Och, no," pleaded Izri, in true Yiddish fashion, "He can't be five. He ——" "Well, he looks a good deal older," the conductor insisted. "Certainly," said the older Jacobs. "Certainly. Vy shouldn't he? He's had a lot of trouble!"—*Harper's*

Hallamshire Steel and Anderston Foundry.

Both these companies report very good results for the past year. The Hallamshire Steel and File Company has had a net profit of £18,491, and is paying 60s. per share, or 15 per cent, in dividend, and 20s. per share, or 5 per cent, as a bonus. A sum of £6,000 is to be placed to the reserve, making it £14,000, and the balance forward will be increased from £4,807 to £5,298. The Company has been an excellent dividend Payer, last year's distribution (from a profit of £18,819) being 20 per cent, that for 1911-12 15 per cent, and the three immediately preceding ones 13 1-3 per cent, with an additional bonus for 1910-11 of £5 per share, which was applied in making the £20 shares fully paid. The Anderston Foundry Company has an available balance, after providing for depreciation and income tax, of £44,610. The dividend for the year is 20s. per share, and it is also proposed to restore £10,000 which was taken from the reserve four years ago.

Commercial.

Indian Tea Companies.

Although there are still a few important Indian tea companies—the Jokai announced its dividend yesterday—to make up their accounts for the past year, quite enough have announced their dividends to afford a safe basis for general conclusions, says the *Times*. Of about thirty companies that have declared their dividends, twenty have made increased distributions compared with the year before, and in only four instances is there any falling off. There is nothing surprising in this widespread improvement to anyone who has watched the Indian tea statistics and the market position during the time covered by the results. The total shipments from India for the season were 289,381,559lb., against 281,408,420lb. for the preceding season, an increase, roughly, of 8,000,000lb. Part of this was due to the largely-increasing consumption of Indian tea by Russia and Germany, especially by Russia. With the exception of about half a million pounds the whole of the increase in shipments was from Northern India. The importance of the Russian demand may be more effectively focussed in the statement that there was, for the last calendar year, an increase of 2,000,000lb. in the direct export to Russia from Northern India, and an increase of 1,500,000lb. in the re-exports to Russia from London. America is also buying more Indian tea, and these additional demands, taken in conjunction with the increasing consumption at home, give the industry a rosy appearance, and seem to indicate a continuation of prosperous conditions for planters and planting companies. Except, perhaps, in one or two cases in Southern India, the Indian tea company is free from the embarrassment of rubber. We have already pointed out in a recent article how the Ceylon plantations have been handicapped in their financial results by the severe slump in rubber prices. Nothing of this kind has affected the excellent profits of Indian tea growing. The companies depend on tea and tea alone, and whether the grade be high or low they find an eager market and a general tendency towards better prices. To some extent the bigger dividends for last year were due to a larger outturn. This was specially the case in the Dooars district. In all other cases the upward movement was caused, or at least materially assisted, by higher prices. The average price obtained in the past season for the delicate Darjeeling tea grown on the slopes of the Himalayas was 11.61d. a pound, as compared with 11.22d. for the season before. The average price of Assam leaf was 9.74d., against 9.23d.; that of Cachar and Sylhet was 8.32d., against 7.35d.; and that of Travancore 8.50d., against 7.73d. The higher range of prices for Cachar and Sylhet and for Travancore, which are commoner grades, was mainly due to a deficiency in these grades both in India and Ceylon. Applying these facts to the companies whose dividends have been already declared, we find in the Assam district the following comparisons:—Amalgamated Company, 7 per cent., against 6 per cent. for 1912; Brahmapootra, 24 per cent., against 15 per cent.; Chubwa, 35 per cent., against 30 per cent.; Pabbojan, 25 per cent., against 20 per cent.; and Singlo, 10 per cent., against 8 per cent.; in the Dooars district, Leesh River, 10 per cent., against 8 per cent.; in the Cachar and Sylhet districts, British Indian, 11 per cent., against 10 per cent.; Chargola, 30 per cent., against 25 per cent.; Jetinga Valley, 12½ per cent., against 10 per cent.; and Sephinjuri Bheel, 50 per cent., against 40 per cent.; and in the Darjeeling district, Darjeeling Consolidated, 7½ per cent., against 5 per cent.; and Lebong, 15 per cent., against 12½ per cent. The Anglo-American Direct Tea Trading Company, which has plantations in various districts, pays a higher dividend, and so does the Consolidated Tea and Lands Company. In some companies the better prices have been accompanied by a fractionally lower cost of production worked out at per lb., but this is due not to any restriction in aggregate cost, but to the larger outturn. Labour is relatively scarce in India, partly because there have been no short crop agricultural conditions to make it plentiful, and partly because the rubber plantations in Ceylon and elsewhere have attracted coolies from many parts of the Indian Empire. The Indian tea market at the present time is confident and hopeful. Shareholders have had practically nothing to cause them uneasiness with regard to the new crop but the rather serious hailstorms, especially in the Dooars and North Cachar districts. Both in Eastern and Western Dooars considerable damage was recently done to the crops, and the first buds were more or less destroyed. The companies, however, are pretty sure to have guarded themselves against visitations of this kind by insurance, and in any case there is nothing to prevent a complete success for the later pickings.

Public Companies

HONGKONG ICE COMPANY, LTD.

NOTICE TO SHAREHOLDERS

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG ICE COMPANY, LIMITED, will be held at the Offices of Messrs. JARDINE, MATHESON & Co., LIMITED, No. 16, Pedder Street, Victoria, in the Colony of Hongkong, on TUESDAY, the 23rd June, 1914, at 11 o'clock a.m., when the Subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 4th day of June, 1914, will be submitted for confirmation as Special Resolutions:—

1. That it is expedient to acquire and purchase the business property and good will of the Oriental Ice Syndicate and that the Provisional Agreements for the purpose submitted to this Meeting dated the 25th March, 1914, and made between The Procureur General in Hongkong of the Society of the Missions Etrangeres of the one part and this Company of the other part and dated the 25th day of March, 1914, and made between the Honourable Sir CATCHICK PAUL CHATER, Knight, C.M.G., JOSEPH WHITTLESEY NOBLE, ANTONIO BARRETTO and ARRATOON VERTANNES APCAR of the one part and the Company of the other part be and the same are hereby approved and ratified and that the General Managers of the Company be and they hereby are authorised and requested to carry the same into effect with full power to assent to any modification in the said Agreement which they think expedient in the interests of the Company.
2. That the Capital of the Company be increased from $125,000 (divided into 5,000 shares of $25 each) to $.62,500 (divided into 6,500 shares of $25 each) by the creation of 1,500 new shares of $25 each.
3. That the said 1,500 new shares be pursuant to the first mentioned Agreement in Resolution 1 allotted as shares fully paid up to the said Procureur General in Hongkong of the Society of the Missions Etrangeres in consideration of the transfer to the Company of the property business and goodwill referred to in the said Agreement and upon the footing as to dividend provided for in the said Agreement.
4. That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby approved and that such regulations be and they are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

Dated this 5th day of June, 1914.

JARDINE, MATHESON & Co., Ltd.
General Managers.

Public Companies

HONGKONG TRAMWAY Co., LIMITED.

NOTICE.

A military band will perform at North Point on Thursday, June 18th from 9.00 p.m. to 11.00 p.m. and also on subsequent Thursdays until further notice.

By Order,
GENERAL MANAGER.

Notices

NOTICE

REDUCTION IN PRICE OF GAS.

THE Hongkong and China Gas Company Ld. begs to inform the public that on and from the 1st. July next the price of Gas for all purposes—lighting, heating, cooking or power—WILL BE REDUCED to $2.00 per 1,000 cubic feet.

All discounts will be withdrawn from same date.

By order of the Directors,
GEORGE CURRY,
Local Secretary.

Hongkong, 21st May, 1914.

WING KEE & CO.

47-49, Connaught Rd,
SHIP CHANDLERS
PROVISION & COAL
MERCHANTS

Hongkong, 3rd October, 1913

Dr. C. L. CHOW.

DENTAL Surgeon
No. 80, Queen's Road Central, Hongkong.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 29th Jan., 1912.

WHOLESALE buying agencies undertaken for all British and Continental goods, including—

Books and Stationery,
Boots, Shoes and Leather,
Chemicals and Druggists' Sundries
China Earthenware and Glassware,
Cycles, Motor Cars and Accessories,
Drapery Millinery dan Piece Goods,
Fancy Goods and Perfumery,
Hardware, Machinery and Metals,
Jewellery, Plate and Watches,
Photographic & Optical Goods,
Provisions and Oilmen's Stores,
etc., etc.

Commission 2½% to 5%.
Trade Discounts allowed.
Special Quotations on Demand.
Sample Cases from £10 upwards.
Consignments of Produce Sold on Account.

WILLIAM WILSON & SONS
(Establishe 1814)
25, ABCHURCH LANE LONDON E. C.
Cable Address; "Annuaire" London.

MAN LOONG.

FIRST-CLASS PRESERVES, GINGER AND SOY MANUFACTURERS.
Factory at Yaumati
OFFICE; No. 36, Des Voeux Road, W.
Telephone No. 177 & K. 12.

WE are the leading Manufacturers in this class of Goods. Our Fruit & Gingers are all fresh and of the first pick. Our Syrup is prepared from the best quality of Sugar. We give our special attention to our business and sanitary arrangements.

MARTIN'S APIOL & STEEL PILLS for Ladies

A French Remedy for all Irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, so that on the first signs of any Irregularity of the System a timely dose may be administered. Those who use them recommend them, hence their enormous sale. All Chemists and Stores sell them throughout the World, or post free 8/-. MARTIN, Chemist, Southampton, Eng.

MARTIN'S APIOL & STEEL PILLS for Ladies

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office:—60, Wall Street, New York
London Office:—36, Bishopsgate, E.C.

BRANCHES:—

Bombay	Kobe
Calcutta	Manila
Canton	Mexico
Cebu	Panama
Colon	Peking
Empire	San Francisco
Hongkong	Shanghai
Hankow	Yokohama

Capital and Surplus..... Gold $7,000,000 equal.....£1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.
DEPOSITS RECEIVED, fixed for one year at 4% per annum, or for shorter periods, at rates, which may be ascertained on application.
BILLS NEGOTIATED and COLLECTED.
MAIL and TELEGRAPHIC REMITTANCES made.
LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.
THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.
COMMERCIAL LETTERS OF CREDIT issued.
PURCHASE and SALE of Stocks an Shares effected.
TRAVELLERS CHECKS sold and cashed.

GEORGE HOGG,
Manager.

Queen's Road, Hongkong
Hongkong, 1st Nov. 1912

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.
Authorised Capital Yen 48,000,000
Paid-up Capital ... „ 30,000,000
Reserve Fund ..... „ 18,900,000

Head Office.—YOKOHAMA.

Branches	Agencies at
Antung-Hsien	Nagasaki
Bombay	Newchwang
Calcutta	New York
Changchun	Osaka
Dairen	Peking
Fengtien	Ryoun (Port Arthur)
Harbin	San Francisco
Kobe	Shanghai
Liao-Yang	Tiehling
London	Tientsin
Lyons	Tokyo
Tsingtau	Los Angeles
	Tsingtau

Interest Allowed on Current Account.
Deposits received for fixed periods at rates to be obtained on application.

EISHIONO, Manager.
Hongkong, 6th April, 1913. [18

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.
Paid-up Capital £1,200,000
Reserve Fund.....£1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON.
Manager.
Hongkong, 11th April, 1912. [2

Notices

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...$1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise:
Loans made on the Provident System.
(Rates and Particulars on application).

The Office of
TRUCTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & Co.
General Managers.
Hongkong, 19th March, 1908 3

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 A.M. to	8.00 A.M.	Every	15 Min.
8.00 A.M. to	10.00 A.M.	„	10 Min.
10.00 A.M. to	11.00 A.M.	„	15 Min.
11.00 A.M. to	12.45 P.M.	„	15 Min.
12.45 P.M. to	1.15 P.M.	„	10 Min.
1.15 P.M. to	1.45 P.M.	„	15 Min.
1.45 P.M. to	2.15 P.M.	„	10 Min.
2.15 P.M. to	5.00 P.M.	„	15 Min.
5.00 P.M. to	8.10 P.M.	„	10 Min.

NIGHT CARS.

8.50 P.M. and 9 P.M., 9.10 P.M. to 12.00 P.M. every half hour.
12.00 P.M. to 12.45 P.M. every quarter of an hour.

SUNDAYS

7.45 A.M. to	10.30 A.M.	Every	15 Min.
10.30 A.M. to	11.00 A.M.	„	10 Min.
11.30 A.M. to	12.00 Noon	„	15 Min.
12.00 Noon to	1.00 P.M.	„	10 Min.
1.00 P.M. to	5.00 P.M.	„	15 Min.
5.00 P.M. to	6.00 P.M.	„	10 Min.
6.00 P.M. to	7.00 P.M.	„	15 Min.
7.00 P.M. to	8.10 P.M.	„	10 Min.

NIGHT CARS as on Week Days.

SATURDAYS
Extra Car at 12 midnight.
SPECIAL CARS
By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

SINCON & CO.

Established A. D. 1880.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers, Nos. 35 and 37, Hing Loong Street, (2nd Street, west of Central Market) Telephone No. 515.

Banks

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital $15.000,000

RESERVE FUNDS:

Sterling
£1,500,000 at 2/- = $15,000,000
Silver ...$17,650,000
$32,650,000
Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS.
Hon. Mr. D. Landale.—Chairman.
W. L. Pattenden, Esq.—Deputy Chairman.
S. H. Dodwell, Esq.
G. T. M. Edkins, Esq.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
C. Landgraf, Esq.
F. Lieb, Esq.
J. A. Plummer, Esq.
Hon. Mr. E. Shellim.
H. A. Siebs, Esq.
Ad. Widmann, Esq.

CHIEF MANAGER:
Hongkong—N. J. Stabb

ACTING MANAGER.
Shanghai—J. D. Smart.
London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed:
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.

A. G. STEPHEN,
Acting Chief Manager.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION

Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at $3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation,
A. G. STEPHEN,
Acting Chief Manager.

DEUTSCH ASIATISCHE BANK.

Capital Fully Paid-up ...Sh. Taels 7,500,000
Head Office.—Shanghai.
Board of Directors—Berlin.
Branches:
Berlin Calcutta Canton
Hamburg Hankow Kobe
Peking Singapore Tientsin
Tsinanfu Tsingtau Yokohama.
LONDON BANKERS:
Messrs. N. M. Rothschil. & Sons.
The Union of London and Smith's Bank, Limited.
Deutsche Bank (Berlin), London Agency.
Direction der Disconto Gesellschaft.
Dresdner Bank.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

MAX GUTSCHKE
Manager. [2
Hongkong, 9th Oct., 1911.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital £1,500,000
Subscribed „ 1,125,000
Paid Up „ 562,500
Reserve Fund 465,000

BANKERS:
Bank of England.
London Joint Stock Bank, Limited.

Interest allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON
Manager.

THE ALEXANDRA CAFE
Cannot be Beaten, if Equalled
For Bread, Cakes, Confectionery
meals with Wines & Liquors

Exchange

Selling	
T/T	1/10 11/16
Demand	1/10¾
30 d/s	1/10 13/16
60 d/s	1/10 13/16
4 m/s	1/10⅞
T/T Shanghai	74 1/8
Private 30 d/s sight S'hai	75
T/T Singapore	81 1/4
T/T Japan	92½
T/T India	141¾
T/T Bombay	141¾
Demand Bombay	142
T/T Calcutta	141¾
Demand Calcutta	142
Demand India	142
Demand Manila	92¾
T/T. San F'co & New York	46⅝
Demand, New York	46¼
T/T. Java	114⅝

Subsidiary Coins.		
Discount per $100:		
Chinese...20 cts. pieces	$10 7/8	%
Chinese ...10 „	$11 7/8	
Hongkong.20 „	$ 9 1/4	
Hongkong.10 „	$ 9 7/8	

T/T. Marks	194
Demand Germany	194½
T/T. Francs	2.38
On Haiphong	nom
On Saigon	nom
On Bangkok	81½

Buying.	
4 m/s. L/C	1/11 1/8
4 m/s. D/P	1/11 1/4
6 m/s. L/C	1/11 5/16
30 d/s. S'ney & Melbourne	1/11 3/8
30 d/s. San F'co & New York	47
4 m/s. Marks	1.98½
4 m/s. Francs	2.43
6 m/s. do	2.45
Bar Silver, ready	25 15/16
forward	26
Gold Leaf per tael	54.90
Bank of England rate	3%
Sovereign	10.45

Opium Quotations. May 14		
Malwa, New	$8,200	per p.
Malwa, Old	8,300	„
Patna, New	9,325	per chs
Patna, Old	9,200	„
Benares, New	9,050	„
Benares, Old	8,925	„

TO-DAY'S SHARE REPORT.

S—SELLERS SA—SALES B—BUYERS N—NOMINAL

Stocks & Paid up Value.		Closing Quotation		Last Dividend and Date.
BANKS.				
Hongkong & S'hai $125		$815	b.	£2 & 5/- b. at ex 1/11 3/16 equal to $23.29 for ½ year ending 31/12/13
		£84		
MARINE INSURANCES.				
Cantons	$50	310	b.	Final of $3 a/c 1912. Interim of $18 a/c 1913
North China	£5	T140		Final of 10 p.c. making 20 p.c. for 1912
Unions	$100	$775	b.	Final of $20 making $50 for 1912 and Interim of $30 for 1913
Yangtzes	£50	$194		Final of $12 mak. $15 for 1912 & Int. of $3 for 1913
FIRE INSURANCES.				
China Fires	$20	$151	b.	$10 for 1912
Hongkong Fires	$50	$387½	b.	$27 for 1912
SHIPPING.				
China & Manilas	$25	$8	b.	$1 for 1906
Douglas Steamship	$50	$30	b.	$2.50 for year end'g 30'6'13
Steamboats	$15	$26½	b.	Final of $1 for half year ending 31'12'13
Indo-Chinas (Preferred) (Deferred)	£5	$64	s.	3 % Interim a/c year 1913 on preferred shares
"Shell" Transports	£1	103/6	b.	Interim of 1/- making 2/- for 1913 Coupon No. 21.
		£11	b.	
"Star Ferry"	$10	$46	s.	$1.70 per share and bonus of 30 cents per share for year ending 30'4'13
REFINERIES.				
China Sugars	$100	$79		$3 for 1912
Luzon Sugars	$100	$28	s.	$3 for 1897
MINING.				
Chinese Engineerings	£1	37/6	b.	Interim of 5 % Coupon No. 3 account of year ending 30.6.14.
Tronohs	£1	29/-		Int. of 1/6 mak. 6/6 a/c. 19 3 1/2 for 1909
Raubs	£1	$3	s.	
DOCKS, WHARVES, & GODOWNS				
Kowloon Wharfs	$50	$34	s.	$3.50 for year 1913
H.K. & W'poa Docks	$50	$62	b.	$3 for 1913
Shanghai Docks	T. 100	T. 58		Tls. 3 for 1912
Hongkew Wharfs	T. 100	T. 97½	b.	Interim of Tls 3 for 1913
LANDS, HOTELS & BUILDINGS				
Anglo French Lands	T.100	T.94		Tls. 6 29'2'10
Hongkong Hotels	$50	$125	b.	$7 on old shares, $3.50 on new shares for year 31'12'13
Hongkong Lands	$100	$112	b.	$3½ for ½ year ending 31.12.13
Humphreys Estates	$10	$7¼	sa.	50 cents for 1913
Kowloon Lands	$30	$44		$2.80 for 1913
Shanghai Lands	T. 30	T. 92		Interim of 5 p.c. for year ending 30'6'13 $2.25 for ½ year ending 31.12.13
West Points	$50	$73	b.	15 per cent. for 1910
Manila M'pole Hotel	P.10	P. 8		
COTTON MILLS.				
Ewos	T. 50	T. 127		Tls. 15 for year ending 31'10'13
Shanghai Cottons		T. 110		Tls. 10 for year ending 30'6'13
Labu Kung Mow		T. 81		T. 12 for year end'g 31'12'12
Kung Yik		11¼		Tls. 1½ for year ending 30'11'13
Hongkong Cottons	$10	$7½	s.	50 cents 31.7.08
MISCELLANEOUS.				
China-Borneos	$12	$11½	s.	$1.20 for 1913
Light and Powers	$10	$4	b.	
Do. (Spec. shares)	$1	$8½		
China Providents	$10	$37	b.	70 cents for 1913
Dairy Farms	$6	$6	s.	$1.30 for year end'g 31'7'13
Green Islands	$10	$40	b.	40 cents for 1911
Hongkong Electrics	$10	$200	b.	$1.80 per share for 1913
Hongkong Ices	$25	$24	b.	$7 final making $9 for 1913
Hongkong Ropes	$10	T. 47		$2 for 1913
Langkats	g. 10			Interim of Tls. 1 making Tls. 2 a/c 1913
Morning Post	$25	$25	b.	None
Peak Tramway	$10	$9½	b.	80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30.4.14
Do. (new)	$1	90 cts.	s.	
Hongkong Electric Trams	0/3		s.	Interim of 1½d. per share for 1913.
Philippines	$10	$5	s.	None
H. Price & Co., Ld.	$10	$6		$1.50 for 1910
Societe des Pulpeset Papierteries du Tonkin	Preferred $50 paid up $50 Benefit	$20		None
Shanghai-Sumatras	T. 20	T.150		No dividend this year
Steam Laundry	$5	$5		50 cts. for year end'g 31.5.12
United Asbestos Oriental Agency, Ld.	$10	$9½	b.	20 per cent. per ordinary share for year ended 31'5'1912
United Asbestos Founders Shares	$10	$300		
Union Waterboat	$10	$20	s.	$1.25 per share for year ending 31'12'1913
Weismann, Ltd.	$10	$30	b.	25 per cent. for year ending 31.7'11
Watson	$10	$7.30		70 cents for 1913
William Powell		$8½	s.	50 cts. year ending 6.30.13

Corrected to 12-30 p.m. June, 18 1914. WRIGHT AND HORNBY stock and
General brokers 4 Des Voeux Road Central Tel. address Reclaude.
The "Telegraph" does not hold itself responsible for any of the above quotations.

HOME RULE FOR SCOTLAND.

The Bill Talked Out.

In indicating that the Scottish Home Rule Bill was perhaps too large a measure to be sent to the Scottish Grand Committee for consideration in detail, the Speaker enforced his hint by adding that "a bill which proposes to set up a Parliament in Scotland concerns others besides the Scotch." Apart from the term "Scotch," which is understood to be an uncovenanted expression, the Scottish or Scots members seemed to accept Mr. Lowther's dictum not, indeed, as a compliment but as an apt and just truism. What concerns Scotland as we were frequently reminded in the course of the debate, concerns the world, and on this occasion at least Scotland had little complaint to offer of England's rather languid interest in her designs and ambitions—except, perhaps, that it was almost too languid.

After all, there was no occasion for fussiness on the part of the "auld enemy." Despite some inevitable allusions to Bannockburn—lost and won just six hundred years ago,—a plentiful crop of Burns quotations, and a few ultra-patriotic selections from the yatted Toryism of Malachi Malagrowther (alias Sir Walter Scott), the tone of the debate was one of entire friendliness towards the sister country and the greater Parliament. "We are not seeking separation," declared Mr. Ian Macpherson in moving the second reading of the bill. "No Scot ever does seek separation. We claim as a right and a privilege the retention of our share in the Imperial Parliament and Government.

"Finer than Glasgow."

While Mr. Macpherson in his adroit and able speech thus sought to emphasize possible points of agreement and generally to represent the scheme as a modest and business-like instalment of all-round devolution, Mr. William Young, on the other hand caused some commotion in seconding the bill by delivering a lively and unqualified attack on its eleventh-hour proposal to include women in the electorate of the proposed Parliament. "Is he seconding the bill at all?" cried Mr. Hogge, interrupting the onslaught at its hottest point. "Yes, but not the whole bill," ruled the Speaker with grave irony. Unabashed by this mirthful interlude Mr. Young confessed to a doubt whether the bill was in truth what he had imagined it to be or merely a peg designed to serve the purposes of "those who are suffragists first and anything else afterwards. For myself," added this unconventional seconder. "I must reserve my right to vote against the third reading unless the women's clause is deleted in Committee." Afterwards much the same position was taken up by Mr. Eugene Wason.

Generally the discussion proved rather disappointing. As Mr. Holmes put it, using a vigorous Scots word, it was at once diffuse and "dreich." Of the bill itself curiously little was heard, and of the traditional differences between the English and Scottish character a great deal, mostly of course to the advantage of the latter. "We are undoubtedly different from the English," sorrowfully admitted Mr. Holmes, adding, however, with a brisk recovery of cheerfulness, "and in some respects infinitely superior." According to Mr. Mackinder (who moved the rejection of the bill) one of the best ways of promoting an *entente cordiale* between the two countries was to encourage their inhabitants in the laudable interchanging of visits. For instance, two electors from Camlachie—notoriously an unemotional latitude—recently enjoyed the advantage of a first tour round the Houses of Parliament under the guidance of their member, and on leaving for the homeward journey burst out with this incredible acknowledgment, "We had no idea London was so much finer a place than Glasgow." "Nonsense!" protested another Glasgow member, breaking in on the anecdote with some heat. Apart from Camlachie—a minority member—all Glasgow applauded the interjection.

Mr. Balfour's Reproaches.

Both Mr. Balfour, who spoke against the bill, and Mr. McKinnon Wood, who gave it his support, took occasion to welcome the inclusion in its provisions of the women's suffrage clause. Much of the panegyric passed by Mr. Balfour on the blessings wrought by the Union in Scotland, more particularly in fostering "the fine flower of her national spirit," did not trench at all on the case put forward for the bill, which, as the Secretary for Scotland pointed out, was based on the fundamental principles of the Union, combined with the perfectly compatible principle of devolution in local affairs. Incidentally, Mr. Balfour sought to prejudice the Irish bill in the eyes of the Scottish Liberal members by twitting them on their neglect to bring that measure into line with their own scheme. By their failure in that respect, he told them, they had betrayed the cause they professed to have at heart.

M. BERGSON IN EDINBURGH.

Professor Henri Bergon, the French philosopher, has delivered the first of a course of Gifford Lectures on Natural Theology in the University of Edinburgh. The subject of the course is 'The Problem of Personality.'

Professor Pringle Pattison, who presided, said M. Bergson required no introduction to a philosophical audience or to any audience interested at all in the things of the mind. M. Bergson had captured the imagination of his contemporaries in a way which it would be difficult to find a parallel for among the secluded sect of philosophers to whom, if fame came at all, it usually came years after they were dead; but M. Bergson had so stirred his generation that even that hypothetical entity 'the man in the street' was found inquiring about his views, and, if not reading the master's works—that would be too much to ask—at least dipping into the multitudinous books and pamphlets that had already been written about these works. M Bergson's work belonged to the general movement towards idealism and liberty which had so greatly changed the face of the philosophical world during the last quarter of a century.

Professor Bergson said that the problem of personality, with which he was about to deal in his lectures, comprised three questions—"What are we, whence do we come, and where do we go? The first of these questions he would treat in the present course, and the other two in the course for next year. These last two questions, he said, would be solved hypothetically. For the present course, he said, the question would be: 'What are we? What is personality?'

The lecturer proceeded to give a general view of what people thought they found within themselves when they cast a glance inside. He spoke first of the part that the representation of the body played in the idea they had of themselves, and insisted on the fact that when they thought of other people the expression on their faces held a great place in the idea they had of their personalities; and he raised the quesiton of how it was that, for the idea they had of themselves, the image that they had of their own countenance played so little a part.

The reason for that was that they did not know their own countenance, and they did not wish to know it, because when they looked at themselves they systematically rubbed out the most individual features, and that was why they never, or very seldom agreed that a photograph resembled themselves while other people's photographs resembled them.—*Morning Post.*

SILIMPOPON COAL.

BUNKERS

can be supplied at cheap Rate at

SANDAKAN & SEBATTIK

(British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and barges.

A. BUNE.

POST OFFICE.

In future the outward Siberian Mails will be forwarded from Shanghai by the Tientsin Pukow Railway which makes connection with the Trans-Siberian Mail Trains. These mails are closed at the Shanghai British Post Office at 11.30 a.m., and 5 p.m. on Monday, and at 8.30 p.m. on Thursdays.

The E. of Japan with the Canadian Mail, and Mail from London (via Siberia) of 30th ult., left Shanghai on Tuesday the 16th inst., at 2 p.m. and is due to arrive here to-morrow.

MAILS DUE.

Canadian, E. of Japan, 19th inst.

MAILS VIA SIBERIA.

Left	Due Shanghai
London May 27	June 13.
May 30.	June 15.

MAILS CLOSE TO-DAY

Japan via Kobe—Per TAKADA, 18th inst., 5 p.m.

Shanghai & North China—Per KWONGSANG, 11th June, 5 p.m.

Shanghai, North China, Japan via Moji—Per KUTSANG, 18th inst. 5 p.m.

Saigon—Per HALVARD, 18th inst., 5 p.m.

Hongay—Per GEMINI, 18th inst., 5 p.m.

Shanghai & N. China—Per ATREUS, 18th June, 5 p.m.

TO-MORROW.

Australian Mail.

Philippines, Timor, Australia Tasmania & New Zealand via Port Darwin—Per ST. ALBANS, 19th June, 10 a.m

Swatow, Amoy and Foochow—Per HAITAN, 19th June, 10 a.m.

Swatow & Bangkok—Per PAKLAT, 19th inst., 11 a.m.

Swatow—Per CHILDAR, 19th inst., 11 a.m.

Japan via Kobe—Per KIRIN MARU, 19th inst., 4 p.m.

Hoihow, Haiphong & Pakhoi—Per ELSBETH, 19th June, 5 p.m.

SATURDAY, 20th June.

Batavia, Samarang & Sourabaya—Per TJIBODAS, 20th inst. 10 a.m.

Swatow and Bangkok—Per CHILDAR, 20th inst., 10 a.m.

English Mail.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India Aden, Egypt, and Europe via Brindisi. (Late Letters 11 a.m. to noon. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—The Parcel mail will be closed on Friday the 19th June, 5 p.m.—Per DELTA, 20th inst., 11 a.m.

Straits, India via Calcutta—Per JAPAN, 20th inst., noon.

Straits, India via Calcutta—Per YATSHING, 20th June, 1 p.m.

Philippine Is.—Per LOONGSANG, 20th June, 1 p.m.

Philippine Is.—Per RUBI, 20th inst., 3 p.m

Swatow, Wei-hai-wei & Tientsin—Per CHEONGSHING, 20th inst., 5 p.m.

Siberian Mail.

Shanghai, and North China (Europe via Siberia)—Per CHENAN, 20th June, 5 p.m.

[To make connection with the Tsinpu Train leaving Shanghai on Saturday the 20th June, at 8 p.m.]

SUNDAY, 21st June.

Swatow—Per HAIMUN 21st June, 9 a.m.

Swatow, Amoy, Formosa via Tamsui—Per DAIJIN MARU, 21st inst., 9 a.m.

MONDAY, 22nd June.

Straits, Batavia, Cheribon, Samarang & Sourabaya—Per RIOJUN M., 22nd inst., noon.

Sandakan—Per RAJAH, 22nd inst., 5 p.m

TUESDAY, 23rd June.

American and Canadian Mails.

Philippine Is., Japan via Nagasaki, Honolulu, U. S., South America & Canada via San Francisco—Per NIPPON M., 23rd inst. 9 a.m.

Swatow, Amoy and Foochow—Per HAIYANG, 23rd June, 10 a.m.

Philippine Is.—Per TAMING, 23rd 3 p.m.

Wei-hai-wei & Tientsin—Per HUICHOW, 23rd inst., 11 a.m.

Japan via Kobe—KUMSANG, 23rd inst., 11 a.m.

Shanghai & North China—Per SHAOHSING, 23rd June, 3 p.m.

WEDNESDAY, 24th June.

Hoihow, Haiphong, & Pakhoi—Per KAIFONG, 24th June, 8 a.m.

German Mail.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Naples—Per GOEBEN, 24th inst. 9 a.m.

Swatow—Per HAIMUN 24th inst., 10 a.m

American Mail.

Formosa via Keelung Shanghai, North China, Japan via Nagasaki, Victoria & Tacoma—MEXICO MARU, 24th inst., 11 a.m.

Batavia, Samarang and Soerabaya—Per TJIMANOEK, 24th inst., 11 a.m.

THURSDAY, 25th June.

American Canadian & Siberian Mails.

Shanghai, North China, Japan, via Nagasaki, United States, South America and Canada via Vancouver (Europe via Siberia)—Per EMPRESS OF JAPAN, 25th June, 10.30 a.m.

Straits & India via Calcutta—Per NAMSANG, 25th June, 1 p.m.

Shanghai & North China—Per ANHUI, 25th inst., 3 p.m.

Shanghai & North China—Per TAKSANG, 25th inst., 5 p.m.

FRIDAY 26th June.

Swatow, Amoy and Foochow—Per HAICHING, 26th June, 10 a.m.

American Canadian & Siberian Mails.

Formosa via Keelung, Shanghai & North China, Japan via Nagasaki, Honolulu, Canada, United States, S. America, via San Francisco (Europe via Siberia)—Per MONGOLIA, 26th inst. 11 a.m.

SHIPPING NEWS.

ARRIVED.

Chenan, Br. s.s. 1,852, Lloyd Jones, 18th inst.—Shanghai, 14th inst., Gen.—B. & S.

Chojin Maru, Jap. s.s. Yamasahi, 17th inst.—Formosa, 13th inst., Gen.—Chinese.

Daijin Maru, Jap. s.s. 889, Murakami, 17th inst.—Swatow, 16th inst., Gen.—O. S. K.

Devawongse, Br. s.s. 1,047, C. W. Shearer, 18th inst.—Saigon, Rice & Gen.—A. Bune.

Drufar, Norw. s.s. 1,112, J. Bing, 18th inst.—Swatow, 17th inst., General—Chinese.

Hanoi, Fr. 1,729, Ch. Le Chevalier, 18th inst.—Haiphong, 16th inst., Gen.—A. R. Marty.

Kirin Maru, Jap. s.s. 2,356, M. Nakamura, 18th inst.—Singapore, 12th inst., Gen.—N. Y. K.

Kwongtee, Chinese, 1,468, J. McArthur, 18th inst.—Shanghai, 14th inst., Gen.—C. M. S. Co.

DEPARTED.

June 18.

Kaijo Maru for Foochow via Swatow
Huichow for Tientsin via Swatow
Hitachi Maru for London via Singapore
Himalaya for Shanghai
H.C. Henry for Balikpappan
Glenfalloch for Singapore via Amoy
Triumph for Kibau via Hoihow
Africa for Trieste via Singapore
Seang Hee for Rangoon via Amoy
Iyo Maru for Yokohama via Kobe
Hainan for Swatow
Denbighshire for London via Manila
Hyson for Dalny via Shanghai
Hokkai Maru for Moji
Onsang for Java Ports via Singapore

CLEARANCES AT THE HARBOUR OFFICE.

June 17.

Shinkoku Maru for Dairen
American for K. C. Wan
Hue for Haiphong via K. C. Wan
Sabino Rickmers for Tientsin

June 18.

Chenan for Canton
Paklat for Bangkok via Swatow
Luen On for Canton
Mineric for New York via Singapore
Kwangtee for Canton
Luchow for Shanghai
Tjimahi for Batavia
Kwongsang for Shanghai
Kutsang for Kobe via Shanghai

PASSENGERS ARRIVED.

Per s.s. Chenan from Shanghai—Mr & Mrs Macklin, Mrs Sidbury, Davies, Mr & Mrs R A McCulloch, Smith, Watkins.

SHIPS PASSED THE CANAL.

London, 2nd June.

Arrivals from China:—Jason, P. Alice.

The following vessels have passed the Canal:—Benarty, Benvorlich, Karema, Nubia, Yunnan.

London, 5th June.

Arrivals from China:—Atholl, Deucalion, Perseus, P. E. Friedrich, Paul Lecat.

The following vessels have passed the Canal:—Bayern, Bulow, C. Ferd Laeisz, Hirano Maru, Kleist, Mishima M., Stentor, Atlantique, Glenfarg, Talthybius, O. J. D. Ahlers.

London, 12th June.

Arrivals from China:—Menelaus, Michima Maru, Delke Rickmers.

The following vessels have passed the Canal:—Belgravia, Bohemia, Cordillere, Eumaeus, Indien, Namur, Nile, Nippon, Paiho, Totton Maru, Tydens, Afghan Prince, Mark.

London, 16 June.

Arrivals from China:—Benarty, Alesia.

The following vessels have passed the Canal:—Benavon, Telemachus, Puritan.

Oysters, Fresh, Fried or Stewed Findon Haddocks, Kippers &c., ALEXANDRA CAFE.

WEATHER REPORT.

On the 18th at 10.50—Pressure has increased slightly along the coast from Wei Hai Wei to Haiphong and over the Loochoos. It has decreased moderately over the eastern Visayas, owing to the approach of a depression from eastward. The centre at 5 a.m. this morning was in about latitude 12° N. and longitude 129° E.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.50 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong and Neighbourhood	Light or variable winds; fine.
2 Formosa Channel	The same as No. 1.
3 South coast of China between H.K. and Lamocks	The same as No. 1.
5 South coast of China between H.K. and Hainan	The same as No. 1.

China Coast Meteorological Register.
18th June, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Winds Dirtn.	Winds Force.	Weather.
W'ostock	7a	29.81	53		s	2	o
Nemuro	6a	29.85			nne	2	
Hakodate	„	29.73			ese	3	
Tokio	„	29.75			nne	1	
Kochi	„	29.78				0	
Nagasaki	„	29.88			nnw	1	
K'agima	„	29.88			wnw	1	
Oshima	„	29.95				0	
Naha	„	29.95				0	
Ishi'jima	„	29.91			s	4	
Bonin Is.	„	30.02				0	
Chefoo	„						
W'haiwei	„	29.82	72	76	s	3	bc
Hankow	„						
Ichang	„						
Kiukiang	„						
Changsha	„						
Shanghai	„	29.85	69		se	2	o
Gutzlaff	„	29.75	68		se	2	ov
Sharp P.	7a	29.83	82			0	o
Amoy	6a	29.82	80	87	ssw	1	c
Swatow	„a	29.85	80	91	ssw	1	c
Taihoku	5a	29.87				0	
Taichu	„	29.88				0	
Tainan	„	29.89			se	2	
Koshun	„	29.89			se	2	
P'doros	„	29.86			s	2	
Canton	6a	29.84	75	95	s	1	c
H'kong	6a	29.85	79	90	ene	1	c
Gap Rock	„	29.79			s	3	c
Macao	„	29.83	79		s	1	c
Wuchow	9a						
Pakhoi	„						
Hoihow	„						
Phulien	6a	29.79	79		ene	2	o
Tourane	„						
C. St. J.	„	29.86	77		wsw	2	c
Aparri	„	29.84	78		se	1	c
Manila	„	29.82	78		n	1	c
Legaspi	„	29.74	81		n	2	o
Iloilo	9a	29.83	89			0	od
Bacolod	„				n	1	or
Cebu	„	29.79	82		s	1	or
Labuan	„	29.91	77				

T. F. Claxton, Director,
Hongkong Observatory, June, 18th.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea, in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the Humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths

METEOROLOGICAL.

	Previous Day at 8 p.m.	On date at a.m.	On date at 8 p.m.
Barometer	29.79	29.83	29.83
Temperature	85	81	86
Humidity	75	85	67
Wind Direction	S	SE	S
Force	3	1	3
Weather	c	c	c
Rain	—	0.13	—
Highest open air temperature on the 16th			87
Lowest „ „ „ „ „			80

H.K. Observatory, 17th June.
T. F. CLAXTON, Director.

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MONGOLIA	Sailing	FRIDAY,	26th June, at 1 p.m.
PERSIA (via Manila)	„	SATURDAY,	11th July, at Noon
KOREA	„	SATURDAY,	25th July, at 1 p.m.
SIBERIA	„	TUESDAY,	4th Aug. at 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.
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For	Steamers	To Sail On	Remarks
LONDON & ANTWERP via Singapore, Penang, C'mbo, Port Said, & Marseilles ...	Nellore Capt. J. Gaunt R.N.R.	about 24th June.	Freight & P'sage
LONDON, via Usual Ports of Call	Delta Capt. W. R. Le Mare R.N.R.	noon 20th June.	Freight & P'sage
SHANGHAI, MOJI, KOBE AND YOKOHAMA	Nagoya Capt. W. H. Sweny R.N.R.	10 a.m. 18th June.	Freight & P'sage
SHANGHAI			

All the above steamers are fitted with Wireless Telegraphy.
For Freight or Passage, apply to
E. A. Hewett,
P. & O. S. N. Co.'s office, Superintendent.
Hongkong, 17th June, 1914. 4

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

For	Steamers.	To sail on
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, A'WERP & H'BURG.	Coeben Capt. A. Ahlborn 17,300	WEDNES., 24th June, 10 a.m.
SHANGHAI, TSINGTAU, KOBE AND YOKOHAMA	Kleist Capt. L. Maass 17,000	About WEDNES., 24th June.
M'LA, YAP, MARONN, NEW GUINEA, BRISBANE, SYDNEY AND MELBOURNE...	Prinz Sigismund Capt. A. Hurtzig 6,000	SATUR., 11th July. 3 p.m.
KOBE	Prinz Sigismund Capt. A. Hurtzig 6,000	About TUESDAY 23rd June.
JESSELTON, KUDAT & SANDAKAN	Borneo Capt. J. Koehler	TUESDAY, 14th July, 9 a.m.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

FREIGHT LINE.

NEXT SAILING FROM HONGKONG.

OUTWARD.

About	About
Mark ..... 6th July.	Tuebingen.....3rd Aug.
Goettingen .....19th July.	

HOMEWARD.

For Havre, Emden and Bremen/Hamburg:
Borkum about End of June.
For Marseilles, Rotterdam and Bremen/Hamburg:
Altair Beginning of July.

For Naples, Genoa, Rotterdam, Hamburg and Bremen:
Cernis about 15th July.

For further Particulars, apply to

NORDDEUTSCHER LLOYD
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG and CHINA
Hongkong, 18th June, 1914.

MESSAGERIES MARITIMES

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FORTNIGHTLY SERVICE TO AND FROM EUROPE via SUEZ CANAL.

For	Steamers	To sail
SHANGHAI, KOBE AND YOKOHAMA	Atlantique Amazone	29th June, 12th July.
MARSEILLE via PORTS	V. Ciotat	30th June.

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